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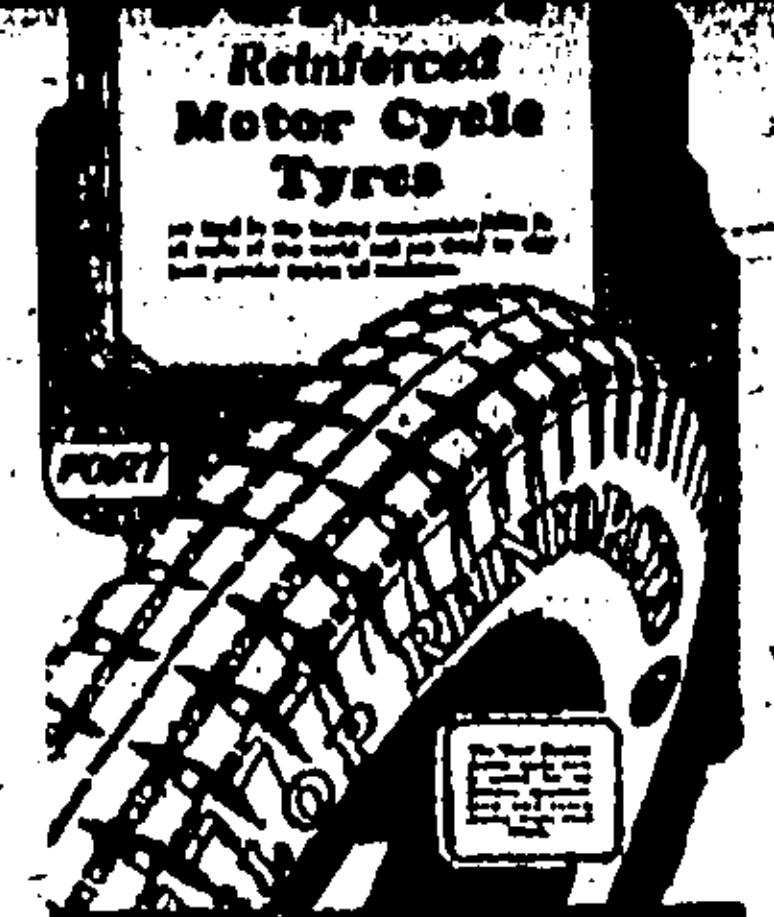
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The Hongkong Telegraph.

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ANGLO-IRISH AGREEMENT HOPES SHATTERED

RUSSIANS STAGE TRAIN ROBBERY

RUTHLESS C.E.R. KILLING

LINE BLOCKED

Harbin, July 16.
Nine persons were killed and thirteen wounded in a sensational attack by a party of Russian bandits on a Chinese Eastern Railway train, which they looted.

The outrage was marked by a terrible display of ruthless terrorism by the bandits, the story being reminiscent of Wild West tales of the exploits of outlaws in the early days of the United States.

It is believed that the attackers did not number more than twelve and that one of them was killed in the fighting between the raiders and the train guards.

MOUNTAIN SCENE

The incident occurred near Pokutu, in the Khingan Mountains region, near Shedin Pass, and about 130 miles from Khabarovsk. The methods of the bandits were simplicity itself. They heavily barricaded the track, forcing the driver to bring his locomotive to a stop.

Immediately, without warning, and without giving train guards an opportunity to lay down their arms without bloodshed, the party of Russian bandits, who had positioned themselves in such a way that they had full command of both sides of the train, poured in a fusillade of bullets from rifles and machine-guns, terminated their ruthlessness by throwing a bomb.

The train guards replied to the fire but were exposed to deadly fire whereas the bandits were under cover.

SEVEN GUARDS SHOT DEAD.

In the course of the firing, seven of the train guards and one passenger were killed and one of the bandits was slain.

The wounded included eleven guards and two passengers.

The bandits, completely in control of the situation, then thoroughly looted the train and made off into the mountains.

Traffic on the line was held up for four hours.—*Reuter.*

DAVIS CUP ZONE FINAL

GERMANY LEADS ITALY

(*Reuter's Special Service.*)

London, July 15.
There seems little doubt that Germany will qualify to meet the United States in the Davis Cup Inter-Zone Final. In the Zone Final at Milan to-day, von Cramm and Pann gave them a lead of two matches to nil against Italy. Von Cramm defeated Palmieri (Italy) in straight sets, 6-3, 6-4, 6-0. Pann beat De Stefani (Italy) 6-1, 6-4, 1-6, 6-2.

DR. C. T. WANG

TO CONSULT WITH WANG CHING-WEI

Shanghai, July 16.
Dr. C. T. Wang, the former Nanking Foreign Minister, is shortly leaving for Nanking where it is expected he will discuss with Mr. Wang Ching-wei the question of his probable visit to Moscow to negotiate for the resumption of Sino-Russian diplomatic relations.—*Reuter.*

SHANGHAI HEAT WAVE

MERCURY PASSES THE CENTURY

SLIGHTLY COOLER LAST NIGHT

Shanghai, July 16.

After a week's heat wave during which the temperature has hovered round about a hundred degrees in the shade during the day, slightly cooler weather set in last night after a blazing day, a cool breeze springing up after sundown to enable Shanghai residents to get their first real night's sleep since last week-end.

More than once in the course of the week, the mercury has risen to over a hundred degrees and to make matters worse the air has been stifling.

There was no indication yesterday that the heat wave would be checked at night. The shade temperature on the Bund was 99.5 and on Thursday it rose to 101.2.—*Reuter.*

THE CHIPSHING EXPLOSION

MASTER'S REPORT OF AFFAIR

In connexion with the explosion and fire on the Chipshing yesterday morning as she was loading cases of gasoline at the Laichikok wharf, a report by the master, Captain Schofield, states that two men were killed, these being Chan Yum-cho, 32, a boatman, and Tong Po, a tallyman. Two others were injured and sent to hospital, these being Kwok Tze, 30, and Chan 45.

About 13 or 14 workers were known to have been inside the No. 2 hold when the disaster occurred, all of whom, with the exception of the casualties mentioned, had miraculous escapes.

Some 1,800 cases of gasoline, valued at \$6,500, were already loaded into the hold when the explosion and fire occurred, and all of these were more or less damaged.

LEAGUE LOAN TO AUSTRIA

SPECIAL CONDITIONS ATTACHED

Geneva, July 15.
The League Council to-day decided to recommend a loan of £10,000,000 to Austria, of which Great Britain takes up £3,330,000, approximately one-third, representing the advance made by the Bank of England last year. The balance will be distributed between France, Italy, Germany, Belgium, Holland, Switzerland and Czechoslovakia.

The loan is to be repayable within twenty years and the conditions of its issue are rigorous, stipulating for certain financial reforms, including the settlement of the liabilities of the Credit Anstalt.—*Reuter.*

SILVER RISES IN LONDON

BELIEVED DUE TO A SPECIAL ORDER

Silver advanced in London yesterday on general buying, the rate rising a farthing spot and 3/16ths forward. There were small offerings. The rise was believed to be due to a special order. The market closed firm.

New York reports a rise of 1/8th in silver, on a steady market. Locally, the dollar is unchanged, with very little business passing.

DEADLOCK AFTER THREE HOURS

DE VALERA VISIT SHEER WASTE OF TIME

SPIRIT OF COMPROMISE ABSENT

THE LAST-MINUTE EFFORT to settle the Anglo-Irish dispute and avert the possibility of a tariff war has ended in abject failure, Mr. de Valera's dramatic visit to London at the instigation of Mr. Norton, the leader of the Irish Labour Party, being a sheer waste of time, Mr. de Valera showing no disposition to make any sort of concession.

The President of the Free State Executive Council arrived at No. 10, Downing Street at approximately eight o'clock last night. Three hours later, it was officially announced that the discussions had terminated in complete deadlock.

In the meantime, despite the suggestion that the Irish Labour Party would refuse to support the de Valera Government, the Dail Eirann has passed by 68 votes to 57 all stages of the Emergency Duties Bill.

TARIFF WAR ENDORSED IN DAIL

London, July 15.
The meeting between Mr. Ramsay MacDonald and Mr. de Valera commenced at eight o'clock to-night and ended at 11 p.m. An official communique issued immediately after Mr. de Valera's departure for his hotel, states:

"The conversations were begun between the Prime Minister and Mr. de Valera and continued with Lord Sankey, the Lord Chancellor, and Sir Thomas Inskip, the Attorney-General, present.

"The situation between the two countries was discussed, but neither party was able to depart from the position taken up in the published despatches."

CONSULTATIONS UNAVALING. Every preparation was made in an effort to ensure the success of the gathering.

Before Mr. de Valera reached London at 5.50 p.m., he was met at Crewe by Mr. Norton and the two leaders conferred on the train. At the same time, a special wireless telephone service was established between Downing Street and the Empress of Britain, so as to enable the Cabinet in London to confer with other members of the Irish Committee of the Cabinet who are on their way to the Ottawa Conference.

Mr. de Valera is leaving for Dublin to-morrow morning and Mr. Ramsay MacDonald is going to Loughborough.—*Reuter.*

HOPES SHATTERED. Right up to the last moment strong hopes were entertained that a settlement of the differences between the Irish Free State and Britain might result from the discussions. Mr. de Valera, who during his stay in London is the guest of the Government, arrived from Dublin this evening in response to the intimation that the Prime Minister would be most happy to see him if he wished to discuss the present situation between the two countries with a view to coming to a settlement and it was generally thought he would have some concrete proposal to make.

He was met on arrival by the Attorney General, Sir Thomas Inskip.

The meeting which began at eight o'clock was brought about through the intervention of Mr. William Norton, who after meeting the leaders of the British Labour Party in London last night, had an interview with Mr. MacDonald, who authorized Mr. Norton to convey an intimation to Mr. de Valera of the Prime Minister's readiness to meet him.

MATTERS IN DISPUTE. The matters in immediate dispute with Ireland arise out of the non-fulfilment by the Free State Government of their obligations in connexion with the land annuities payments and the proposed withholding of other periodical payments to Britain on the grounds that the agreements to pay which were made under the Treaty of 1921 were not ratified by both Parliaments.

The offer to arbitration by an Empire Tribunal which was made to Mr. de Valera during his last visit to London having been rejected, the British Government felt it had no option but to proceed with the policy of collecting the money by special duties on imports from Free State. The duties became operative to-day.

Meanwhile, an Emergency Tariffs Bill has been introduced in the Free State Dail empowering the Executive Council to impose customs duties of such amount as they think proper and to-day in the absence of Mr. de Valera who had left for London the Bill passed through its final stages.



Lord Irwin.

LORD IRWIN JOINS CABINET

SUCCESSOR TO LATE SIR DONALD MACLEAN

London, July 15.
It is officially announced that Lord Irwin has been appointed President of the Board of Education, in succession to the late Sir Donald Maclean.

Lord Irwin, who is the eldest son of Viscount Halifax, has had considerable previous experience in ministerial posts, while from 1925 until last year he was Viceroy of India.

Amongst the positions he has held are those of Minister of Agriculture, President of the Board of Education, and Under-Secretary for the Colonies. He served in the Great War, and has been an M.P. since 1910. In politics, he is a Conservative.

DOUBLE DUTIES.

It is also announced to-day that Sir Samuel Hoare, Secretary for India, will deputise for Sir Philip Cunliffe Lister as Secretary for the Colonies while the latter is attending the Ottawa Conference; and Mr. W. Ormsby-Gore, the First Commissioner of Works, will act for Sir John Gilmour, Minister of Agriculture, who is also a delegate to Ottawa.—*Reuter.*

OTTAWA GETTING READY

CONFERENCE OPENS ON THURSDAY

Ottawa, July 15.
A message from His Majesty the King will be read by the Governor-General, Lord Bessborough, at the public opening of the Imperial Economic Conference in the Chamber of the Canadian House of Commons on Thursday.

The proceedings will be broadcast and a sound film will be made of the historic occasion.

Apart from the opening ceremony, other meetings of the conference and the committees will be private as has been done at all previous Empire Conferences, but the general progress of the conference and the conclusions reached will be issued for publication.—*Reuter.*

WATER SPEED RECORD

KAYE DON'S ATTACK POSTPONED

London, July 15.
Kaye Don to-day decided to postpone his attempt on the world's water speed record by "Miss England III" until Monday.—*British Wireless.*

VILLAGE ROAD MURDER

SPECIAL SESSIONS NEXT MONTH

The Village Road Murder case which aroused tremendous interest during the police court hearing of the charge against Cheng Kwok Yau, who, the Crown allege, procured the murder of George Fung, will come before a special criminal sessions at the Supreme Court to commence on August 8th.

Mr. Eldon Potter, K.C., with Mr. F. C. Jenkin, K.C., and Mr. R. C. H. Lim have been retained for the defence, and Mr. H. G. Sheldon has been briefed to lead the Crown case. The Assistant Attorney General, Mr. R. E. Lindell, will appear with Mr. Sheldon.

The case is expected to last between three and four weeks.

CRICKET

Hobbs Carries His Bat

Saves Players from Collapse

SUSSEX STILL WINNING

Rain conspired to interfere with county hopes in the majority of the first-class cricket matches concluded in England yesterday and the only sides to secure maximum points were Notts and Sussex, both of which won by an innings.

A rapid scoring partnership between Keeton and A. W. Carr provided the main point of interest at Trent Bridge, though G. V. Gunn's emergence as a bowler of merit provoked discussion.

At Kettering, James Langridge took thirteen wickets for 65 runs and contributed largely to Sussex's eighth win of the season.

TOUCH AND GO.

Endeavouring to force a victory against Middlesex, Worcester narrowly escaped defeat. They declared their second innings closed with one wicket down, setting Middlesex the task of obtaining 198 runs to win. The metropolitan county had scored 170 for 8 when stumps were drawn.

Glamorgan scored 408 runs, Dyson contributing 208, but were unable to secure first innings points against Surrey.

The Gentlemen-Players match ended in a draw with the Gentlemen in a very strong position. The second innings of the Players closed at 320, Hobbs carrying his bat for 161 not out.

ENGLAND'S XI FOR AUSTRALIA

FIVE INVITATIONS ISSUED

(*Reuter's Special Service.*)

London, July 15.
The M.C.C. has already commenced the building up of the team to represent England in Australia next winter.

The team will be captained by D. R. Jardine, the skipper of Surrey, and invitations to play have now been extended to Sutcliffe, Hammond, Ames, Duckworth and K. S. Duleepsinhji.

WORLD ECONOMIC CONFERENCE

CONVOCATION BY LEAGUE

London, July 15.

In the League of Nations Council at Geneva, Sir John Simon to-day moved that the Council accede to the request of the Lausanne Conference that a world Conference on monetary and economic questions be convoked by the League of Nations and that a committee of the Council take such decisions of a practical character as may be necessary in connexion with the convoking of the conference.

The resolution takes note of the decision of the Lausanne Conference that a Commission of Experts should make a preliminary examination of the questions to be considered at the Conference and the Council invites this Commission to draft an annotated agenda.

The resolution puts at the disposal of the Commission, the services of League expert advisors and invites the International Labour Office to place its technical organisation at the service of the Commission.

After Sir John Simon's speech, and a long discussion, the League Council, in public sitting, decided to accede to the request and unanimously elected Sir John Simon as the chairman of the committee to deal with the matter.—*Reuter and British Wireless.*

FACTORY LAW CHANGES

NEW CONSOLIDATING ORDINANCE

An Ordinance is shortly to be introduced in the Legislative Council amending and consolidating the law relating to factories and workshops and to the employment of women, young persons and children in certain industries. Accompanying the draft Ordinance are extensive regulations.

Amongst the more important changes effected is the raising of the age of a "child" from 15 years to 16, while there is a new definition of workshop as distinct from factory.

Power of entry is extended to all industrial undertakings, and new power is given to prescribe means of securing hygiene.

A new provision is made requiring annual registration of all factories and workshops, while the opening or use of unregistered factories or workshops is prohibited.

The liability of the proprietor of a factory or workshop or industrial undertaking is extended to offences in connexion with the employment of women, young persons and children.

CAR RUNS INTO HARBOUR

EUROPEAN MOTORIST HAS A DIP

An unexpected immersion in the harbour was experienced by Mr. C. H. Hoare, of 8, Granville Villas, when at 1.15 this morning, an Austin Seven which he was driving in Queen's Road West, when approaching the junction with the Praya West, got out of control and shot over the seawall into the water.

Mr. Hoare, it is stated, extricated himself without difficulty and swam back to the Praya, little the worse for the enforced dip.

The car is owned by Mr. Thompson, of the Secretariat of Chinese Affairs.

Early yesterday morning, a thief entered the residence of Mr. W. A. Simpson at 3, Ainal Villas, and stole a jacket in which were a fountain pen and pencil, valued by the owner at \$20.

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CONTRACT BRIDGE

By W. E. McKenney.

His refusal to fall into a trap of good defensive play allowed Mr. John H. Law of Cleveland to make five odd on the following hand:

♠ A-Q-10-9-5	♥ J	♦ A-K-9-4-3	♣ 4-2
♠ J-4	♥ A-Q-10-7-6-5	♦ 10-5	♣ J-10-3
NORTH	WEST	EAST	SOUTH
♠ 8-6-3	♥ K-8-4-2	♦ Q-8-2	♣ A-9-5
♠ K-7-2	♥ 9-3	♦ J-7-6	♣ K-Q-8-7-6
337			

The Bidding.

Both sides were vulnerable. Mr. Law was sitting in the North position. His partner passed. West passed, and Mr. Law opened the bidding with one spade. East passed and Mr. Law's partner, sitting in the South, bid three spades. As both sides were vulnerable, the bidding was a little too high for West to venture with four hearts so he passed and Mr. Law went to four spades.

The Play.

East opened his fourth best heart—the deuce. South played the three and West won the trick with the ace. When North's jack fell, West led the queen of hearts and Mr. Law, the declarer, trumped in his own hand with the five of spades. He reasoned the hand as follows—there were three ways to play it. He might take a double finesse in diamonds, he might try to drop the queen of diamonds if they were split three-two, hoping to find the queen and one in one hand, or he might play for a club break. The latter was the plan decided upon by Mr. Law. He therefore led the four of clubs. East refused to win playing the five, and Mr. Law won the trick in the dummy with the queen of clubs. A small spade was returned from dummy and won by Mr. Law with the queen. The deuce of clubs was then led, East winning the trick with the ace, dummy playing the six and West the ten.

East could see that the clubs were going to break and that three valuable discards would be afforded the declarer. The only entry the declarer had into the dummy, however, was the king of trump. East boldly led the king of hearts hoping that the declarer would trump in the dummy with the seven of spades. It would then have been impossible for him to pick up the trump and still get into the dummy to make his good club. But the declarer refused to fall into the trap—instead he discarded a small diamond from the dummy and trumped in his own hand with the nine of spades. He then led the ace and one spade, winning the second spade in dummy with the king. The three good clubs were then cashed, declarer discarding three losing diamonds from his own hand.

It is not very often that the proper play is to deliberately lead a card that the declarer can ruff in one hand and sluff in the other, but if the declarer had made the mistake of ruffing in the wrong hand, it was the only possible play that would defeat the declarer's contract.

PLANES FOR JAPAN

HUGE DONATIONS FROM JAPANESE PUBLIC

Tokyo, July 15.

Reports from Japanese sources to-day state that since the Manchurian incident last year, Japanese patriotism has been manifested by the offering of planes to the Army, thus substantially increasing the Air Force. More than 60 planes of various models have been donated by the general public of Japan, while the Manchukuo Government, as well as the Japanese residents of Manchuria have subscribed more than Yen 400,000 for the same purpose and four planes have been donated also by the Koreans.

The War Office authorities have decided, in this connexion to form an independent flight regiment with these "patriotic" planes with a Major General as commander. The report says it is understood the new independent Air Force regiment will be allotted for the aerial defence of the capital and other important places in Japan. The existing Air Force regiments will naturally be transferred to the north-eastern part of Japan, it is reported.—*Reuter's Special.*

Uchida's Statement.

London, July 15.

Count Uchida's statement at the final meeting with the Lytton Commission at Tokyo, to the effect that once Japan recognised the Manchukuo she would decline to negotiate abroad regarding the new state, widely published in Britain, and has aroused discussion whether the Japanese tactics have not, after all, sidetracked and defeated the large body of international diplomacy which was vocal at the recent League assembly meetings.

Official circles in London withhold comment, but authoritative views gathered by Reuter agree that any power recognising the Manchukuo before it becomes clear that Manchuria has secured a permanently stable government, would lay itself open to a charge of breaking the Nine Power Treaty.

Consequently, while it is felt that the Japanese recognition is bound to come, Japan will move cautiously rather than incur a charge which might be fraught with unpleasant international complications.—*Reuter.*

Mission Leaves.

Tokyo, July 15.

Lord Lytton sailed at noon from Yokohama on the Chichibu Maru. The remainder of the Commission is joining him at Kobe on Saturday.

The N.Y.K. has agreed for the ship to touch at Tsingtao, where they will disembark.—*Reuter.*

Mutiny At Yushu.

Harbin, July 15.

The Japanese news agencies state that two hundred Manchukuo cavalry, in the vicinity of Yushu, mutinied and attacked the Japanese garrison at Yushu. They were dispersed after fifty or sixty of their number had been killed or taken prisoner. The Japanese losses were 5 killed and 10 wounded.

As a sequel, all Manchukuo garrisons in the vicinity have been disarmed by the Japanese.—*Reuter.*

JAPANESE CONTROL.

HARBIN POST OFFICE NOW TAKEN OVER

Harbin, July 15.
A Japanese accountant, supervisor and adviser have arrived from Changchun and are expected to commence their duties in the Post Office to-day. Their policy is stated to be conciliatory.

Owing to the good offices of the American Consul-General, Mr. Hanson, the Customs Commissioner and his staff will probably be permitted to remain in their present living quarters till July 31st.—*Reuter.*

QUESTION IN DAIL

DE VALERA ASKED ABOUT SUPPOSED LETTERS

Dublin, July 15.

Mr. de Valera, closely questioned in the Dail regarding the temporary banning of publication of the correspondence between himself and the Governor-General, denied that the Executive had ordered non-publication under the Official Secrets Act, but said the newspaper had been warned that proceedings might be taken for publishing confidential State documents.

Mr. de Valera declined to answer a question as to what was the object of suppressing the correspondence.—*Reuter's Special Service.*

Irish Duties.

Dublin, July 15.

The Dail by 66 votes to 51 has passed a financial motion giving assent to the emergency Imposition of Duties Bill, which Mr. Sean McEntee, the Minister of Finance, said had been introduced as a self-defence measure, and not in a spirit of retaliation or aggression.

He declared that the measures taken by Britain were not warranted, were unprecedented, and futile. "We can recoup ourselves by tariffs for every penny of which she robs us on our farm produce," he stated.—*Reuter's Special Service.*

HOTEL ORCHESTRAS.

ARRANGEMENTS CHANGED TO SUIT PATRONS

The orchestral arrangements of the Hongkong and Shanghai Hotels, Ltd. have been changed to permit of dinner dances being held in their hotels, as follows:

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It is felt that these revised arrangements will meet the desires of the hotels' clientele.

WEDNESDAY, July 20.

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WOMEN'S WORLD

FOR OUR LADY READERS.



By Joan Savoy.

You can have any material you want, for your wedding
dress, but you are bound to be partial to some of the cling-
ing charming new materials for such uses, such as peau
d'ange. There are no two ways about it, peau d'ange has
allure!

White satin still has its following. Crepes of many varie-
ties fashion smart wedding gowns, even the pebbly crepes
that take so well to tailored versions of what the well-groom-
ed bride should wear. Dainty net and chiffons and even
fresh, crisp organdie are to be used this year.

Most of the new wedding gowns have long sleeves. But
that doesn't describe their individuality. Necklines, too,
are apt to be plain. But what lovely cuts! Moulded lines
prevail, trains are almost imperative for real weddings, and
the veils this year vary from smart modernistic ones to very
demure versions of the draperies that sculptured virgins
wear.

This wedding gown reflects the Empire spirit, fitted tight
to a high bustline, where fine gathers ease the bodice full-
ness. Sleeves are something new again, the contemporary
edition of the Empire puff, above a long, tight cuff. This
double puff is grand, in the white peau d'ange that makes
this gown.

There is a wide-shouldered cut to the graceful little bodice
and the puffs stand out beyond even these wide shoulders,
making the bride look like a little graceful sliver. The gown,
through the body, is beautifully fitted, and it trails its train
to great length. The smart thing about the veil is the face
veil that hangs over the bride's nose.

MARKING LINEN.

When marking linen write the
name with a common lead pencil.
then go over the pencil lines with
the marking ink. You will find the
pencil will prevent the ink from
spreading and looking unsightly, as
is often the case.

WINDMILL HANDBAG.

A flat handbag in thin beige
stockinette is decorated in a novel
manner. Narrow gold, green and
red braid are sewn to the front flap
of the bag in the shape of an old-
fashioned windmill, which has a
charming effect against the dull
beige of the bag itself.

NEWEST HAIR STYLE.

"Double-Tier Wind-Sweep."

The wind-sweep style of hairdress-
ing is to be doubly popular in the
coming season in its latest form, the
"double tier wind-sweep."

This is less severe than the
original style. The hair is cut in
the two layers, and the top one
waved, with the ends left to turn up
in the fashionable "ragged"
manner. The underneath layer is
left straight, so that the ends
appear below the top tier and
continue over the ears.

"It gives a softer effect than the
original 'wind-sweep,'" the manager
of Robert Douglas, New Bond-
street, W., stated, "and, with its
waves, is more suitable for Court
coils and feathers and for the new
hats which leave one side of the
head exposed."

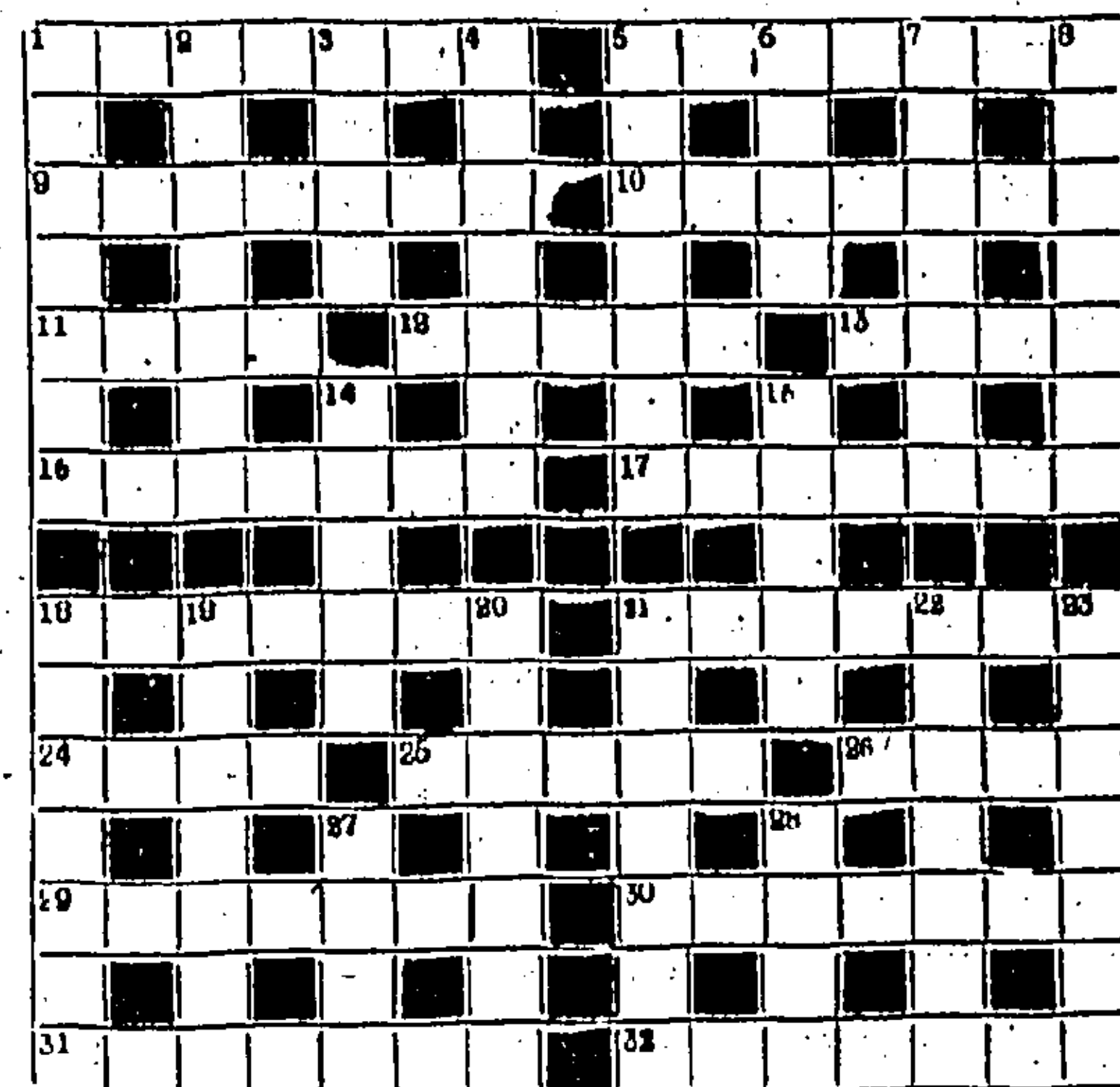
The manager of Antoine's, Dover-
street, W., said:

"The 'wind-sweep' is rather a
drastic cut, but its 'ragged' ap-
pearance is so effective that nine out of
every ten women want it. The
'double-tier' variation solves their
problem; they can keep their waves
and have the straight, cock's-comb
ends at the same time."



From ocean waves to draw-
ing room swells. Here's a
two-piece evening gown that
was inspired by the current
bathing beach mode. Con-
stance Bennett is shown dem-
onstrating the new vogue de-
signed by Vionnet. It is of
white silk voile dotted with
silver leaves. The bodice and
skirt are mounted on sheer
white chiffon. The waist is
Constance.

OUR BRITISH CROSSWORDS



ACROSS

- 1 Before a wise man this gives
warning of a future happening.
- 5 Southern.
- 9 Gone away after this.
- 10 Take a letter from the little pet
and she becomes very bold.
- 11 Mountains you can make to act
like a dog.
- 12 Little Tommy prefers a good
sized this of three-fifths of it.
- 13 There's too little thought and too
much talk, alas! I am sure
(hidden).
- 16 Do! hang it!
- 17 Marine growth in which a Scot-
tish lock has the central position.
- 18 I'm among the apples: this brings
a general law to bear on par-
ticular circumstances.
- 21 This fish has neither fins nor tail.
- 24 Join up.
- 25 Famous Scottish village which is
always being buttered up.
- 26 Makes a dust, and is, generally,
the cause of much profanity, in
its absence.
- 29 —this should conceal it, however.
- 30 "I rose in" less peaceful surround-
ings (anag.).
- 31 Dominate completely.
- 32 School.

DOWN

- 1 First and last one could write a
page about such soup.
- 2 Oval.
- 3 Alice, where art thou—in such
guise?
- 4 Volcanite.
- 5 Accentuation is the only difference
between devotees and devotees

here.

- 6 Certain to be right.
- 7 Bring out again.
- 8 When a blackguard loses his
head he sounds a bit slow, doesn't
he?
- 14 Make a buzzing noise with a
penny. It's not so dry, as it
sounds.
- 15 Cut out.
- 18 A queer look introduced by a
question.
- 19 Potentates.
- 20 Conceal.
- 21 What a bit of luck!
- 22 A girl who reminds us of our
salad days.
- 23 Their salad days are gone.
- 27 Neat in a way, but—
- 28 —she sounds neater.

Yesterday's Solution.

INCORPORATING
POINTED BRIDGES
RAGS, DRESS, L.Y.
EPHRA PLUCK, FIRM
RAGS, DRESS, L.Y.
ORDAINS NAIVETE
GORDON, L.Y.
T. I. E. A. F. H. I.
ONLY SCARF, TALO
V. C. P. I. H. E. C. A.
E PAULET, OILWELL
K. K. A. A. W. I. E.
PENNILESSNESS

COME AND SEE

Biggest Charity Vaudeville SHOW

Featuring Long Tack Sam, the Master Magician, and
troupe and several other artists

at

QUEEN'S THEATRE
SATURDAY, 23rd JULY, 1932

from 9.30 p.m. to 11.30 p.m.

IN AID OF THE NEW TERRITORIES MEDICAL
BENEVOLENT SOCIETY.

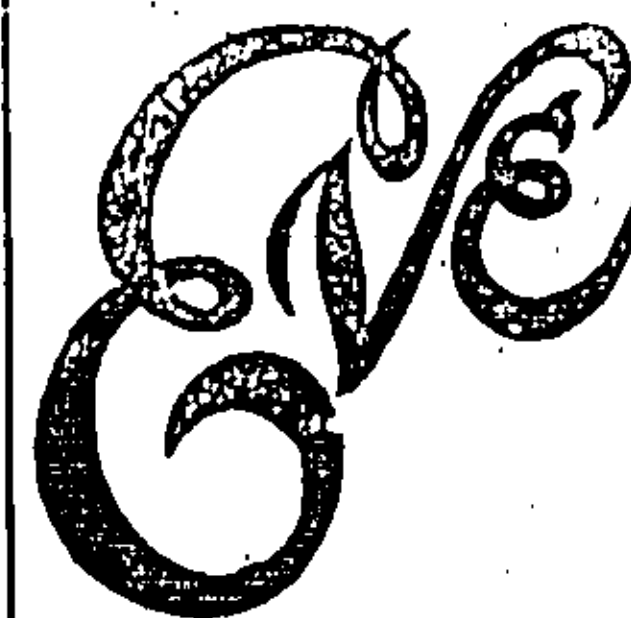
Tickets obtainable at

QUEEN'S THEATRE & TIN SAU TONG,
186, Des Voeux Road Central.

Prices: \$1, \$3 & \$5. Book your seats early.

SALE

We are offering our stock
of
MACBETH HATS
below cost
\$17.50
other make of Hats
from \$5.



THE ARCADE
GLOUCESTER
BUILDING.

COUNT

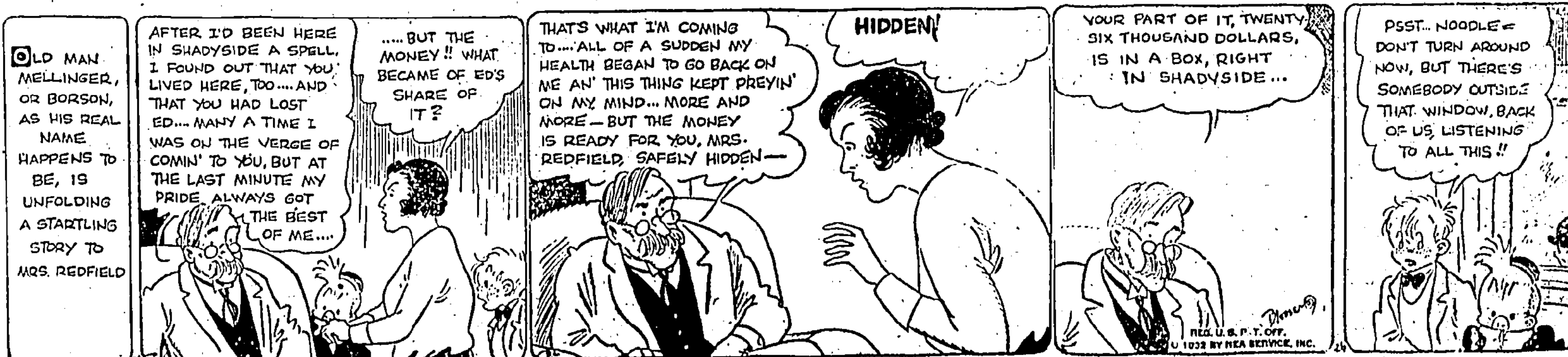
THE

TELEGRAPHS

FRECKLES AND HIS FRIENDS

The Cash!

By Blosser



WHITBREAD'S SPARKLING ALE.

The Product of the Best Kent Hops and
British Malt.

**LIGHT, REFRESHING,
STIMULATING.**

Increasing Sales testify to its high quality.

TO TRY IT IS TO LIKE IT.

OBTAINABLE AT ALL THE LEADING HOTELS,
RESTAURANTS AND CLUBS.

Sole Agents:

A. S. WATSON & CO., LTD.

LOOKING AHEAD.



Your new Radio-Gramophone must be
of a type that will play the thirty
minute Records now being placed on
the market by the RCA-Victor Co.

We can demonstrate several such
instruments, and they are not costly.

LATEST MODELS ON VIEW

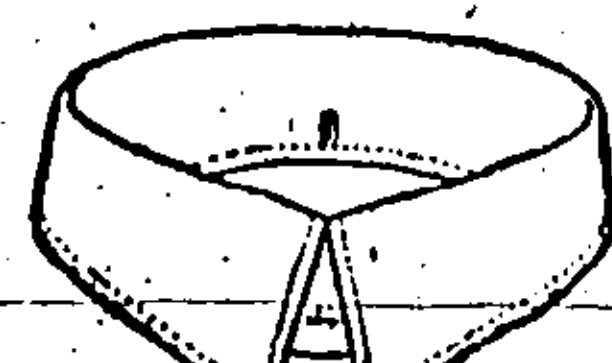
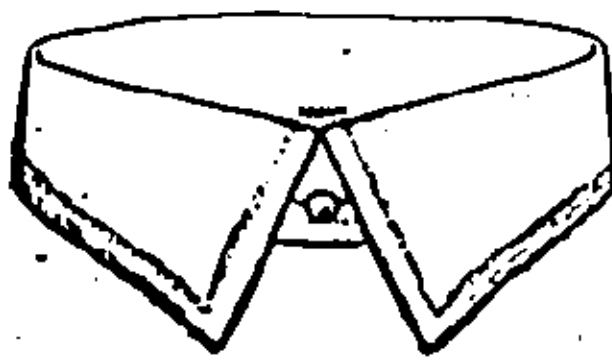
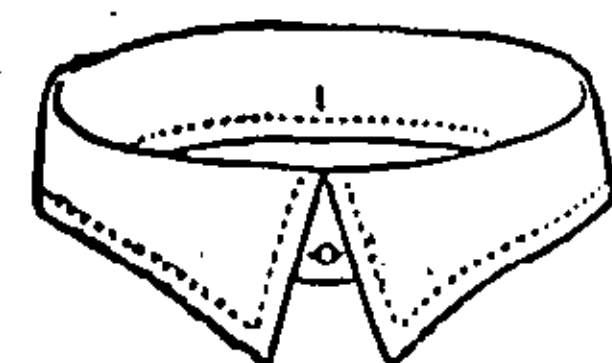
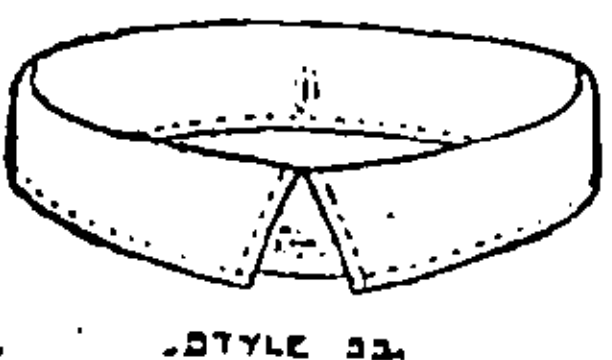
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S. MOUTRIE & CO., LTD.

Chater Road.

VAN HEUSEN

**SEMI-STIFF
COLLARS**



FOR COMFORT
ECONOMY AND
HEALTH.

Entirely British Made.

Stocked in half
and Quarter Sizes.

LANE, CRAWFORD, LTD.

MEN'S WEAR STYLISTS.



Has seen eleven depressions
come and go Studebaker expects
to see more depressions COME
AND GO, because at the end of
80 years instead of being un-
steady and spent, Studebaker is
in the finest fighting form, more
closely trained, and better pre-
pared to fight the battle of com-
petition than at any time in its
history.

The dolorous wailings of some
people to-day remind us of an
authentic papyrus recently un-
covered portraying the following
conditions in Egypt some forty
centuries ago.

"A few lawless men are depriving
the land of sovereignty. The
laws are cast out and men walk
upon them in public. The law-
breaker is lord of wealth; the
rich man has lost all. Scanty
is gold; craftsmen are without
work; the reaper of the harvest
gets nothing, while he who
plowed not, profits. The land is
depleted. There are more rulers
than ever. I show thee a land
turned upside down."

True many cracked up in those
days just as the cracking up of
croakers continues to-day.

But remember times of stress
stimulate and develop leaders.

**STUDEBAKER IS FORGING
AHEAD.**

**STUDEBAKER IS ON A RISING
MARKET BECAUSE OF THIS.**

**THE HONGKONG HOTEL
GARAGE**

The Hongkong & Shanghai Hotels, Ltd.
Incorporated in Hongkong.
Stable Road, Happy Valley

**The
Hongkong Telegraph**

SATURDAY, JULY 16, 1932.

LOCAL QUACKS

We were hoping that the recent
cases against unregistered dentists
implied a decision on the part of the
authorities to start a campaign
with the view to ridding the Colony
of the large number of quacks who
set themselves up as members of
the dental profession. After the
cases were heard, it was stated by
a correspondent that there must
be fully a hundred such men prac-
tising in Hongkong. If we are to
judge from the large number of
signs, such as crude representa-
tions of false teeth, which we see
in various parts of the city, this is
probably no over-statement of the
facts. Moreover, itinerant dentists
are to be observed every day mov-
ing about the Chinese districts—
men who are obviously not qual-
ified.

The presence of so many unqual-
ified practitioners in our midst is
a serious matter, yet it ought not
to be difficult to track these people
down. There are only two classes
of recognised dentists here—those
who are required to register, and
those who are exempt from regis-
tration. The latter class are per-
mitted to practice out of regard for
the fact that they have been long
established here. It was in 1914
that the Dental Ordinance was in-
troduced, and one of the provisions
of that measure was that persons
otherwise unqualified might
be excused registration by
reason of long practice of dentistry
prior to the coming into effect of
the Ordinance. Even so, such
persons have to apply for exemp-
tion, so that it is an easy matter
for the authorities to know precise-
ly who are allowed to practice
dentistry. The law lays it down
clearly that only the two classes
mentioned may describe them-
selves as dentists or undertake any
dental operations. In other words,
it is quite unlawful for an unregis-
tered dentist, or one who has not

been exempted, even to extract a
tooth. Obviously, the law is more
honoured in the breach than in the
observance. We have to remem-
ber in this connexion that visitors
to the Colony, or seafaring men
who come in and out of port per-
iodically, might easily be misled,
by seeing dentistry signs, to trust
themselves to the tender mercies of
quacks. The consequences, in
such instances, might well be
serious for the persons concerned,
as many of these unqualified men
have not the slightest conception of
the necessity for cleanliness when
undertaking dental operations.

For that matter, it is no doubt
also true that there are any num-
ber of general medical practitioners
in the Colony who are not entitled
to pose as being doctors, but who,
none the less, do a big business in
our midst. Many of these must,
as in the case of the unqualified
dentists, be a menace to the com-
munity. It should also be an easy
matter to track most of these
people down. The Colony needs to
be rid of these quacks, and it
would be if the law were only en-
forced strictly. The dangers are
so apparent that the authorities
should have no hesitation in em-
barking on a campaign to put these
people out of business.

Dialects.

Nature imitates art, said a wit
of the last century. And the visit
to London of a group of German,
Hungarian, and French students of
the English language has fur-
nished evidence to show he might
have added that fact often finds
inspiration in fiction. In the north
of Britain it is told that a cer-
tain wealthy Yorkshire manufac-
turer was much perturbed by the
uncultured accent of his son, for
whose improvement he therefore
engaged the services of a tutor
from Balliol who spoke with an
Oxford intonation that rejoiced
the heart of the simple business
man. When the tutor and his
charge returned from a year's
tour of the world, the father an-
xiously inquired whether his son's
accent had improved. "Ay, lad,
it 'as an' all," replied the pride
of Balliol. Dialect has, indeed, a
strange fascination, and all kinds
of unlikely people succumb to its
charm. Those continental students,
for example, who had, no doubt,
in their own home lands learned
the pronunciation of English with
phonetic exactness, no sooner
arrived in London than they flung
their university accents to the
winds in a sudden affection for the
cockney method of speech. This
will not be regretted quite so much
to-day as it would have been a
few years ago. Until recently,
though a Scottish or a Yorkshire
accent was regarded with a cer-
tain amount of respect, cockney-
ism was deplored on all sides.

Though to roll one's "rs" in the
Scots manner till they rattled like
drums was considered a pleasing
and amiable habit, to drop them
partly out in the cockney way was
almost unforgivable. Of late
years, however, a change has be-
gun to take place. The cockney
dialect has moved up in the esteem
of the learned. At a recent
Oxford course one of the lec-
turers pointed out that a trace of
the cockney accent is to be found
in the speech of the Prince of
Wales himself. That, of course,
gives it a certain standing. Now,
if the Prince will only drop an "h"
now and then and nonchalantly
tack on an aspirate where it does-
n't belong, the day may yet come
when even Mayfair may adopt the
"abit" and "hemulate" the diction
popularly supposed to be confined
to those born within the sound of
the bells of Bow Church. Further,
it has been realized that cockney
has a most respectable history. The
half-elided "r" which is one
of its chief features was a charac-
teristic of the Essex speech of
the fifteenth century. Cockney is
rapidly ceasing to be a term of
reproach; it is becoming one of
the respectable dialects.

A most successful cocktail party
was given by the French community
to the other nationals of Shanghai
on Thursday at the Canton Club. The
party continued until midnight, the
Marcellaise being played on the
piano by Mr. W. G. Cameron, the jazz
expert of Shanghai. The party was
acclaimed by all as being most
enjoyable.

DAY BY DAY

THE EXPLORER'S MOTTO: TO SEEK
TO STRIVE, TO FIND, AND NOT TO
YIELD: TO CONQUER OR DIE IN THE
ATTEMPT.

To the list of medical practitioners
there has been added the name of Dr.
Khoo Fung Yung, Government Civil
Hospital.

Quarantine restrictions have been
imposed by the Philippine Islands,
Shanghai and Japan against arrivals
from Hongkong on account of cholera.

Judge Sir Peter Grain, of H. M.
Supreme Court, arrived by the s.s.
Rajputana, to sit in a full court of
appeal and is expected to be away
from Shanghai for three weeks.

The annual distribution of prizes
of the Tai Tung College will take
place to-morrow, at 9 a.m., in the
King's Theatre, when Madam Tai
Ting-kai will give away the awards.

It is notified that the Wanchai
Church, No. 33, Wanchai Road, has
been licensed by His Excellency the
Officer Administering the Government
to be a place for the celebration of
marriages.

Observatory returns for June show
that the average mean temperature
was 81.9, the highest being 89.9, and
the lowest 76.3. There were 121.9
hours of sunshine and 25.29 inches of
rain, while the average humidity was
85.

It is notified that the western end
of Railway Pier, Kowloon, shall be
closed as from 18th July, whilst under-
going repairs for a period of two months.
Under the authority of the Merchant
Shipping Ordinance, vessels are pro-
hibited from mooring to that part of
the pier.

Bankruptcy notifications state that
the following dividends have been de-
clared:—Third of \$10 per cent. in the
case of George Hughes Keeble, of 5,
Hau Fung Lane; second and final
of \$30 per cent. in the case of Li
Yuk-fong, linotype operator of the
Daily Press; second and final of \$13
per cent. in the case of Li Kim, clerk,
of Yau-mat.

A new Prison Regulation provides
that when any untried prisoner, who
has not previously been convicted of
any offence, shall have been photo-
graphed and measured, if he be dis-
charged by a magistrate or acquitted
upon his trial, all photographs (both
negatives and copies), finger print
impressions and records of weight or
measurement so taken, shall be forth-
with destroyed or handed over to such
prisoner.

The pet monkey owned by Private
J. Latham, of the Argyll and Suther-
land Highlanders, at Shamshuipo
Camp, which last month bit another
private of the Battalion, has again
got into trouble through having bitten
another Highlander, namely Private
McEwan, who yesterday had to put
himself under medical treatment.
The behaviour of Jacko being some-
what uncertain, he has been again
taken to Mtnaukok for observation.

WATER LEVELS.

WEST NORTH AND EAST
RIVERS

The following table issued by the
Kwungtung River Conservancy Com-
mission shows the height of water
in English feet on the dates named
in the West, North and East Rivers:

	Highest on record	Lowest on record	July 14	July 15	July 16
West River at Shamshuipo	41.7	0	22.9	22.5	
North River at Shamshuipo	26.4	0	9.8	9.3	
East River at Shamshuipo	27.3	5.3	14.0	14.0	
Shamshuipo	15.5	2.5	4.0	3.8	



"I'm supposed to review a parade in 10 minutes—and I can't find it."

Bulls and Inners

□ □ From the Office Butts. □ □

We notice that an Australian
band is to tour the world. The
opportunity of hearing the world's
champion trumpet-blowers should
not be lost.

As far as we understand the Re-
parations tangle, it is better to
play for ten cents per hundred and
pay, rather than gamble for high
stakes and give I. O. U's!

Most people are tired of reading
about so many world questions.
What they want now is some of
the answers.

The latest motor car built spe-
cially for tropical countries is
equipped with a freezing device.
Until these arrive in Hongkong,
an effective substitute may be se-
cured by offering to give the tai-
pan a lift up the Penk.

A thief was caught in Hongkong
this week wearing four jackets
and three pairs of trousers, all
stolen. The only definite thing
known about him was that he was
not a Nudist.

"Jazz-music
makes me
tired," says a
Kowloonite. It
keeps most folk
awake.

According to
a critic, lots of
M. P.'s talk
parrot-fashion.
In other words,
they're Polly-
ticsians.

From cinema
programmes of
the week: Oh
for a Man.
Strangers May
Kiss Dancers in
the Dark. Mis-
guided Love.
Emma!

There was a young fellow from
Florida
Who was kissing a girl in a cor-
ridor.
He said "Madam, I ween
That I never have seen
A place where the women are
torrid."

The modern girl, we read, makes
her elders sit up. Unless, of
course, she has a latchkey.

Gardens need constant atten-
tion if they are to be kept free of
the insect pest. Watch and spray!

Atlantic bookings are laid to be
the smallest on record. Another
low berth rate.

If there's one thing mother
knows best, it's father.

The Lausanne settlement re-
minds us that alimony is another
war debt which some ex-husbands
would like to see cancelled.

Plenty of sunned dials can be
seen at Repulse Bay.

Hongkong's summer weather is
said to make the reception of
foreign wireless stations difficult.
This seems to be the only point
in favour of our climate.

This film quota idea reminds us
that there'll be plenty of Empire
talkie-talkies at Ottawa.

Mussolini says Italians must
help Italy first. In other words,
charity begins at Rome.

One time when the drinks were
on the Aberdonian was when he
fell under a brewer's dray.

A lot of attention is being paid
to this new armour-piercing bul-
let. It's time this sort of thing
was stopped.

These hot, steamy days create
a regular "phew" roar.

A reader says
it's very difficult
to know where
to live in Hong-
kong. And how!

It seems to
be generally
agreed that lots
of Lausanne-
tipulations were
realised.

Victoria Gaol
may be cramped,
yet people
are sent there
for a stretch.

Plus fours
are said to be
going out of
fashion. On
their last legs,
so to speak.

Lots of Hongkong husbands are
willing to let their wives have any-
thing credit can buy.

To outwit a burglar involves a
battle of brains, we are told. The
trouble is that so many house-
holders are, on this basis, quite
unarmed.

It's a funny thing, but big talk
is usually of small importance.

Sitting on a book-keeper's stool
requires a perfect balance.

An optimist says what we need
to offset the depression is a little
pluck. Yes; see what the modern
woman has accomplished with her
eyebrows.

These indoor health exercises
might be termed the home stretch.

Love, in money marriages, is
spelt with an £.

One hears so much controversy
associated with recreation these
days that the term "sporting in-
stinct" has taken on an opprobrious
complexion.

"Seeker":—We don't even know
where Nudists go in the Summer,
much less in the Winter-time!

As far as we can see, that "Gentle-
men's Agreement" is simply
pact with suspicion!

It is stated that tons of ice-
cream are regularly sent by air-
transport in the United States.
daily. Buyers are thus assured a
sundae on any day of the week!

Judging by some of our shop-
windows, feminine night attire is
becoming negligee-able!

The growing practice amongst
local flappers to take the odd cock-
tail is to be deplored. We much
prefer fresh peaches to the canned
variety!

What's in a name? Good play by
Luz gave Recreio the victory in
the Spy Royal bowls match on
Saturday.

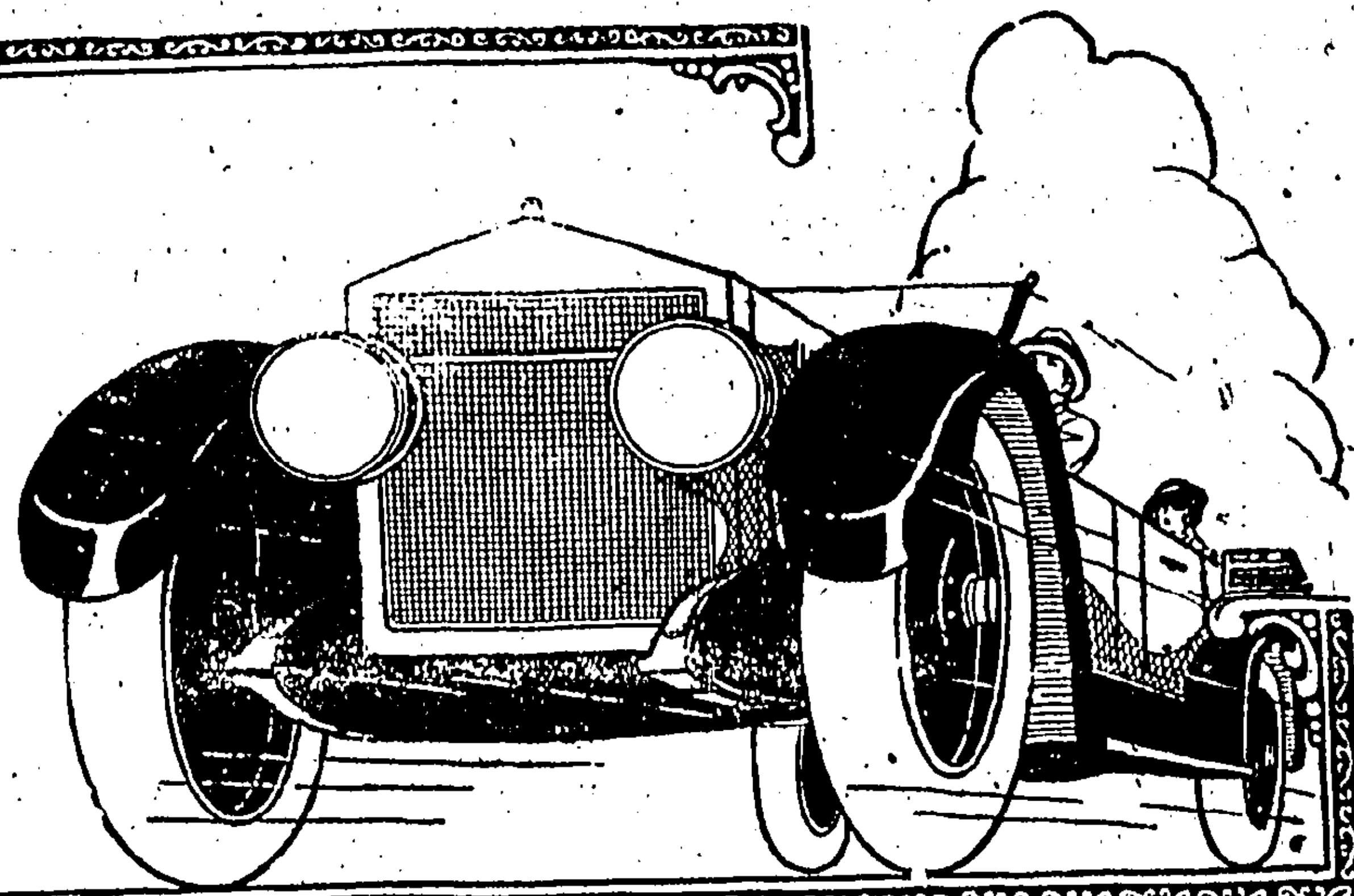
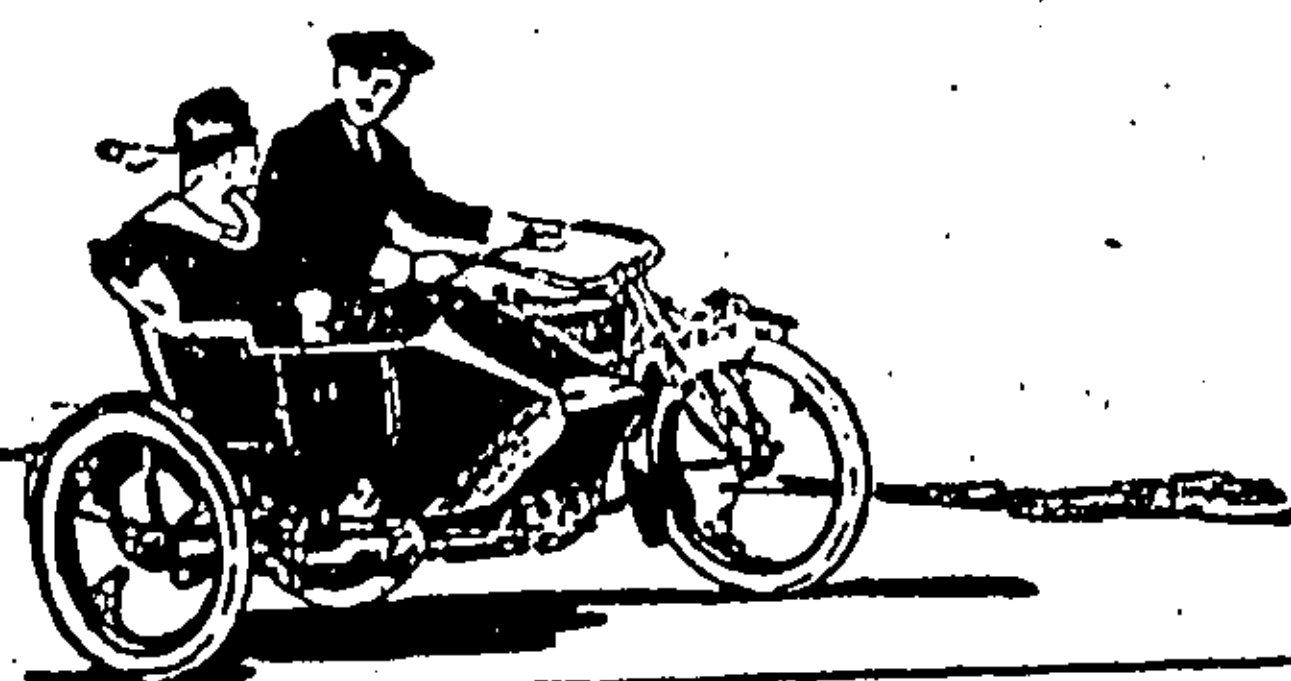
League of Nations officials are
paid on a peace-work basis.

MOTORING SUPPLEMENT

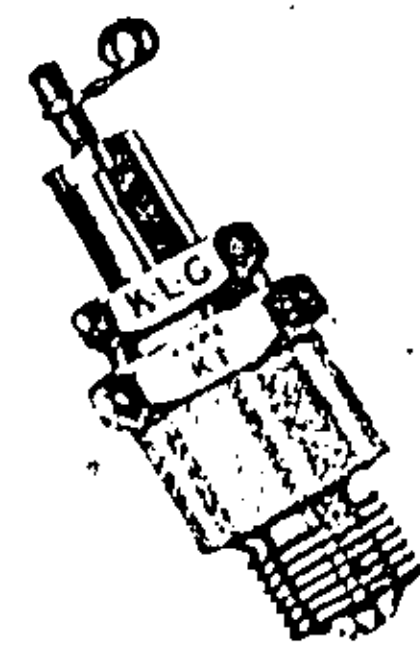
OF
THE HONGKONG TELEGRAPH.

SATURDAY 16th JULY, 1932.

Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION



'MMER TIME'



2.20

each

rywhere

each in Great Britain.

like the most of the extra
ght by keeping your car in
tune:

A NEW SET OF IMPROVED

K. L. G.

SPARK PLUGS.

Sole Agents:—

**HONGKONG MOTOR
ACCESSORY CO.**

st Floor, Bank of Canton Bldg.

KOWLOON BRANCHES:

132, Nathan Road (Duro Garage
Building).

446, Nathan Road (Below
Sacred Heart School).

TO LOWER COSTS OF RUNNING.

Violent Breaking to be Avoided.

When anyone is considering the purchase of his first car he always pauses to ask himself or his friends, "What will it cost me to run?" This is a question which can be answered by masses of statistics or, more simply, by a few common-sense observations.

The annual tax, and the insurance premium which often approximates to the same sum, are standing charges which no one can legally escape. So soon as the type of car is decided upon, amounts can be set down for both these items of expenditure.

A third point which can at once be settled is the probable cost of garaging the car, but it is worth noting that, where local conditions allow, the erection of a small garage is a less expensive plan than that of renting a lock-up.

We now come to the running costs, and here the point which must be stressed is that very much depends upon the care which the owner-driver is willing to take in his driving methods and in routine maintenance work.

There is absolutely no doubt but that the man who uses a car ruthlessly, with no heart for the mechanism, and who displays equal carelessness with regard to maintenance, may spend at least double as much upon running costs as a more reasonable motorist using exactly the same type of vehicle.

Petrol Economies

The care of a car should commence with the running-in period, when all the parts are stiff and must be allowed to work gently until their surfaces become polished. After this it will soon be found that the petrol consumption varies very much according to the way in which one drives.

The faster the average speed maintained the greater is the amount of fuel used per mile. It is also true that frequent and violent changes of speed are a source of fuel waste.

Naturally, no one would wish to sacrifice the pleasure of motoring by going everywhere at a very slow and uniform pace; but, all the same, if a driver keeps these principles in mind he can soon make quite a difference to his petrol bill without any real loss of enjoyment.

Similar economies can be made in respect of tyre bills. On rough and flinty roads a gentle use of the throttle will prevent wheelspin, and so will save the treads from undue wear. Conversely, violent braking and cornering, or the habit of bumping obstructions, such as sharp kerbs, will reduce the life of the tyres.

Oil Consumption

Above all, it is important to maintain the inflation pressure at the correct figure, checking it

MORRIS LATEST.

New Industrial Units.

Two four-cylinder Morris industrial engines of 10/20 h.p. and 12/24 h.p. respectively have been marketed for some time, and with increasing success. Now, in addition, a paraffin-operated version of each type is offered, petrol only being employed for the first few minutes of a start from cold, and for the last few minutes prior to a long stop, to leave the carburettor float-chamber full of the lighter fuel for a fresh beginning.

Power curves reveal that these latest models, which are of 9/16 h.p. and 11/18 h.p., give off 9 and 16 b.h.p. at 1,000 and 1,750 r.p.m., and 11 and 18 b.h.p. at 1,000 and 2,000 r.p.m., respectively.

Morris industrial engines are offered with or without clutch, reverse gear, water pump, reducing gear and governor, according to the nature of the task, and have proved themselves to be particularly suitable for such purposes as lighting and welding plants, concrete mixers, air compressors, light locomotives, artesian well drilling plants, right, portable cranes, pumping sets, motor winches (both ashore and afloat), shop trucks and so on. There is offered a standardised industrial unit of either 10/20 h.p. or 12/24 h.p., engine and equipment being mounted in a stout channel and angle iron framework. This is a complete self-contained prime mover, ready for immediate use.

weekly with a gauge. From time to time the front-wheel alignment should be checked by a garage mechanic, because any fault here—be it only to the extent of one-eighth of an inch—will cause abnormal tread wear.

Oil consumption depends upon many things, but there are two points that are well worth mentioning here. First, that more oil is used at high speeds than at low speeds; and, secondly, that in the end it is a waste of money to use inferior lubricants.

It is also worth noting that the life of the cylinders can be greatly extended if proper care is taken when running in a new car, such as by allowing due time for the engine to warm up in the morning and by using the stranger with discretion.

Replacements Problem

The amount which the owner-driver is likely to spend upon repairs and replacements depends, of course, partly upon the durability of the car which he chooses, but of equal, if not greater, importance is the way in which he treats the chassis.

Care in driving will, in itself, prevent undue wear and tear; for example, the clutch should be engaged gently, some care should be taken to acquire skill in changing gear, and the brakes should not normally be applied with great force.

Some discretion is also required in the negotiation of very rough roads, which will impart heavy shocks to the springs, and so to the car as a whole, if taken too fast.

The next point to grasp is that all the working parts (unless specially designed to run dry, such as the Silentbush bush, now so often used for spring ends) require lubrication at regular intervals.

Car designers have latterly given great attention to this subject, so that the modern chassis can be kept in perfect order at the expense of less than one hour's work every 500 miles or so.

An instruction book supplied with the car shows exactly what has to be done, and by following it with due diligence the car owner will be rewarded by the increased reliability of his vehicle.

The answer, then, to the man who wants to know what his motoring will cost is, first, that standing charges are unavoidable, but calculable; and, secondly, that running costs are largely what the owner-driver chooses to make them.

A MESSAGE OF EMPIRE.

The Vital Importance of the Ottawa Conference.

It is undoubtedly a fact that no Imperial Conference has ever taken place under conditions so propitious for ultimate success as those which exist at the time approaches for the Conference to meet at Ottawa. Upon all sides there is a tendency, as never before, to cement the ties of Empire into a close policy of fiscal reciprocity, and those who will gather at Ottawa to discuss ways and means for securing this inter-empire trade should find their task made lighter in the knowledge of this Empire feeling and in the assurance that they carry with them a mandate of public opinion upon the very problems with which they will be concerned.

It has taken time to secure this Empire vision although the final realisation of its possibilities has come with a rapidity which, but a few months ago, appeared impossible.

Possibly no industry has been so imbued with this Empire policy as the British Motor Industry, for in its efforts to rehabilitate itself in the markets of the world it was forced to the conclusion that only by a virile and powerful Empire policy could it hope to regain the ground lost during the years of War, and that in the Empire fields lay its hope of expansion. It has realised, too, that it is called upon to play an increasingly important part in the creation and development of that community of Nations under the British flag which shall restore again the confidence of its constituent members and, by its own prosperity, lend assistance to the rest of the world in its effort to emerge from the slough of industrial despond in which so many nations are at present immersed.

The British Commonwealth of Nations is bound by no inflexible code of laws for it is an inherent principle that, under a common allegiance to the British Crown, the legitimate aims and aspirations of each Dominion and Colony form part of the Empire shall be encouraged and assisted to the fulfilment of the ultimate ideal of self-government with the maximum of Home Rule. Just as that principle must be recognised in the political aspect of the Empire problem so must those whose task it will be to consider the economic questions at Ottawa approach such problems in no spirit of bargaining but with the determination to work for the common good and to place the ideal of inter-empire trade within the bounds of practical policies for all time.

Apart from all other considerations, common-sense—whilst perhaps admittedly not the highest or most important aspect—demands that the manufacturing resources at Home, and the vast undeveloped fields overseas, shall co-operate to secure that no longer shall a large percentage of the trade which should be retained within the Empire be deviated into channels other than British.

There is a wide field to cover, and there are many aspects to be considered. Above all, however, there stands clearly defined the fact that the Empire provides the means for the creation of a vast co-operative economic unit, each constituent part supplying its quota towards satisfying the needs of the whole. The over-populated centre can find in the as yet virtually virgin outposts not only the avenues of supply for its requirements, but the ready market for its manufactured products, and, with a wisely conceived and administered Empire policy, the remunerative outlet for much of its present unproductive labour.

Under such a Policy the latent resources of the Dominions and Colonies would be encouraged to develop secure in the knowledge that within the Empire lay the ready market for the raw materials which they produce. The sorry spectacle of British shipping making its unproductive journey in ballast would be changed

to the picture of such vessels leaving Empire ports carrying the essentials required by the Home Country or other parts of the Empire, returning with British manufactured goods or other produce, all tending to the creation of an immense interdependent economic Commonwealth of British Nations.

A short while ago this might have been thought an idle dream. To-day one industry at least has shown what can be done by a bold and ambitious Empire policy. With a Home Market virtually assured to its products—for the first four months of this year the gross import of cars, commercial vehicles, and chassis into Great Britain has declined from 1,773 units of a value of £307,827 in the first four months of last year to 732 units, of a value of £129,871, a total decrease of 1,041 units and of value £177,956—the British Motor Industry has, during a difficult year, made steady progress in its export position. For the first four months of 1932 the export of British Motor vehicles and chassis has totalled 12,798, value £800,467 as compared with 8,338, valued £1,760,431, an increase of 4,460 vehicles, value £40,036. During these four months of 1932 exports of cars, commercial vehicles, and chassis have exceeded imports by 12,066, value £1,670,596 as compared with an excess in the same period last year of 6,661, value £1,452,604.

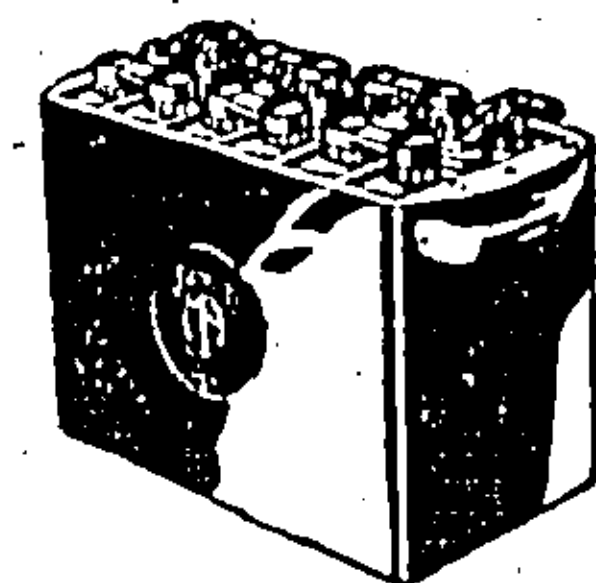
In New Zealand the registration of cars for April show a British car still heading the list. In Australia in 1932 only a fraction more than 4% of the motor chassis imported were manufactured in Great Britain whereas in 1931 more than 52% of the chassis brought into Australia were British. With a return of more settled conditions in that important market the British Motor Vehicle will undoubtedly occupy a position of such importance as could hardly have been contemplated a few years ago.

The largest single shipment of cars received in South Africa recently arrived at Johannesburg. In Cape Town the figures of sales of motor cars for January of this year show that 64% were British products and returns for the whole of 1931 showed that Great Britain's percentage of the Union trade had jumped to 28.5%. It is estimated that for the first six months of this year the import of British cars into the Union may approximate to 60% of the importations as compared with about 37% for the corresponding period of last year.

In Ceylon the Report of the Registrar of motor cars, for March, shows that out of a total of 67 new vehicles registered no less than 46 were British.

Reports from important markets bear testimony to the progress being made by the British Motor Vehicle, and manufacturers at Home are facing the future in a spirit of optimism that with a return to more normal trade conditions the products of their factories shall, through their merits, and with the support and co-operation of Overseas Distributors and public, secure a position of pre-eminence in the motor markets on the world.

The British Motor Industry realises the immense potentialities which a united British Empire possesses, of ultimate benefit to the Empire and to the World, and is proud to take an active and leading part in the attainment of his ideal. It looks forward with confidence to being able to play in the future an even more important part than has been possible in the past, for the economic development of the Empire is largely dependent upon motor transport, not only in its assistance in the pioneering enterprises inseparable from the opening up of former virgin territories, but in bringing into closer compass those places which, but for the motor vehicle, must remain in comparative isolation.



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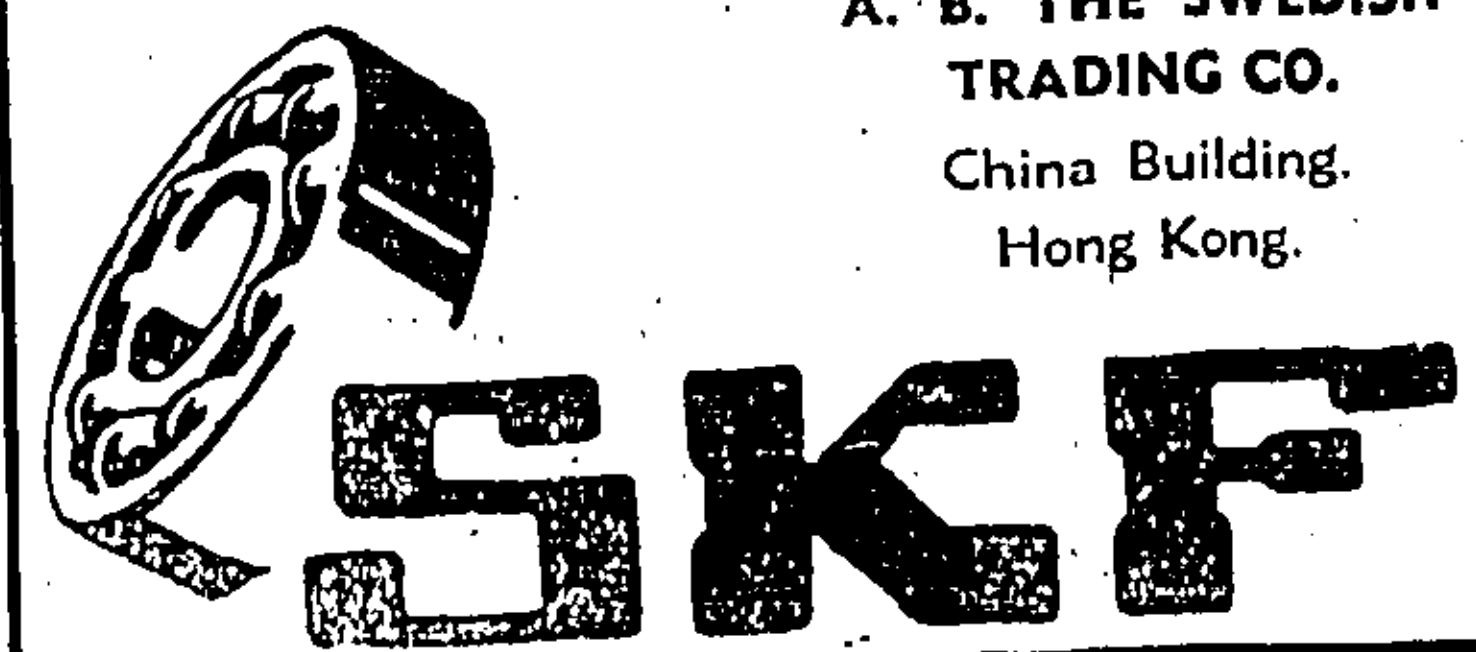
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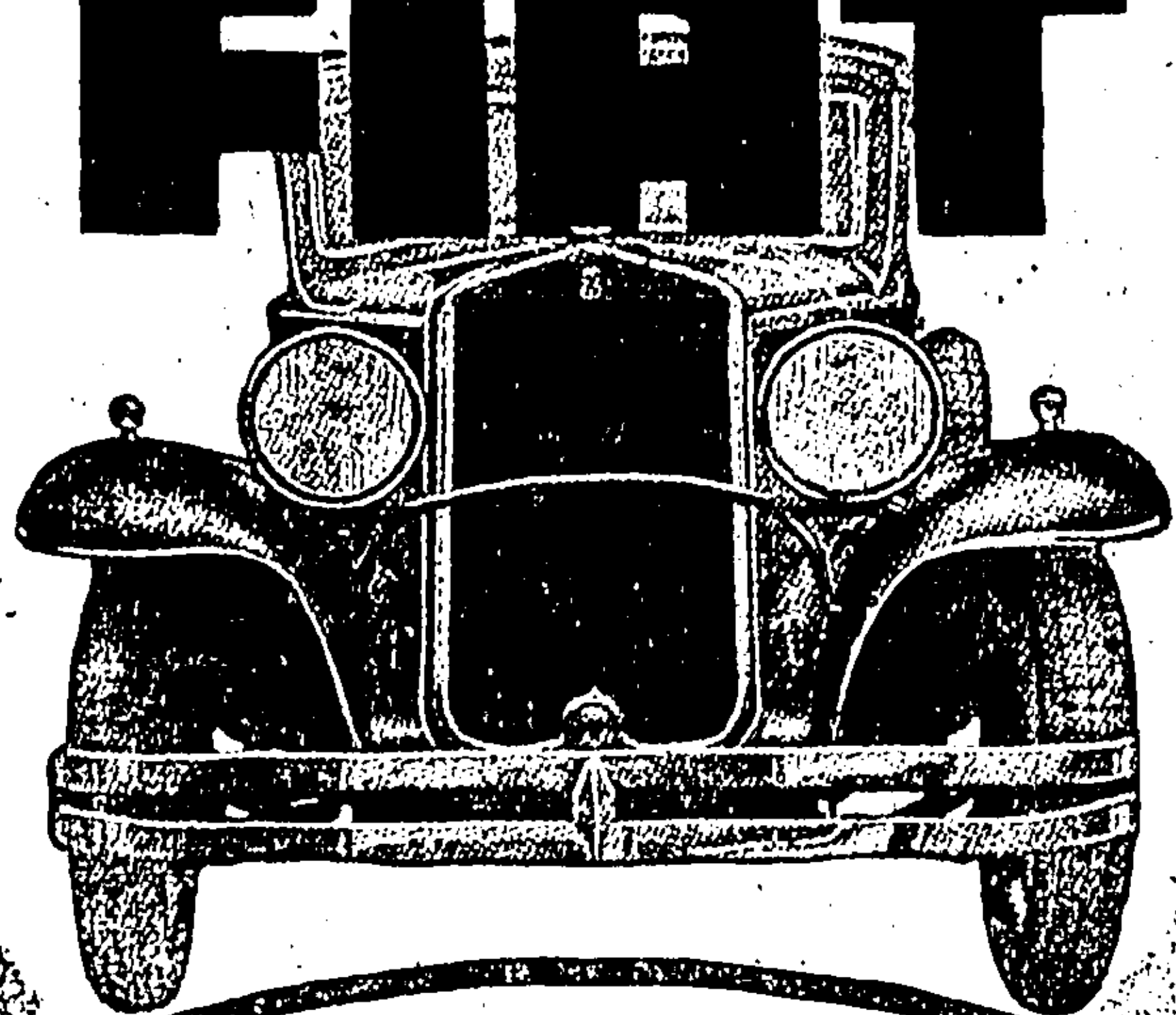
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MOTORING AND MOTORS.

The 16/50 h.p. Humber.

(By John Prioleau.)

There is a certain type of car, chightly, I think, to be found in England, which fulfils one's private ideas of solid comfort more than almost any other up to within the limits of the purely luxurious class where prices are calculated in units of £500 instead of £50. I have occasionally come across examples of what I mean from foreign factories, but very few; and I should be inclined to regard the type, like the genuine family "baby," as almost wholly British.

If there is nothing very exciting about these cars, no "sports" performance, no suggestion of express-train speed long sustained, there is nothing either dull or cheap. "Conscientious" was the description given to me the other day by the demonstrator of one of them, but I consider that very nearly libellous. They have far more in them than the dreary virtues suggested in that epithet. They are well and truly built, they are made to last a long time, they go fast enough to satisfy most people, and they are extremely comfortable. Large and roomy, they make very little noise, and they live up in every way to their description, "cars of comfort."

They generally cost between £400 and £500, and their power varies between 15 and 20 h.p.

The 16/50 H. P. Humber.

An excellent example of the type is the 16-50 h.p. six-cylinder Humber, which I took out over one of my test-routes the other day. The coach-built saloon costs £425 with a fixed and £435 with a sliding roof, but an open touring model can be had for £395, a folding-

head coupe for £450, and other closed cars for £455, £460, and £475. Reading over my notes again, I find throughout that impression of comfort before anything else. The car climbed well, the engine had a ready pick-up on both top and third, and the brakes were excellent, yet the points that stood out at the time that were particularly noted, were such things as suspension, steering, road-holding, smoothness of engine-work, and general quietness.

The beautifully-finished engine has a bore and stroke of 65 by 106, with the usual Humber valve arrangement—the inclined inlet operated overhead by push-rod and rocker, with the exhausts of the side type below them. The finish, as I say, is first-class but the general neatness is marred by a very bulky inlet-heater. The four-speed gear-box, which has a so-called silent third, is centrally controlled, and the travel is short. The brakes are of the duo-serve design, but there is only one set, operated by both pedal and lever. I regret this, as I always prefer independent brake-sets—even if the lever works on the transmission. There is, however, no criticism to be made on the efficiency of the set. They are powerful and very smooth in operation.

Its Flexibility.

One of the features I liked best in the performance of this new Humber was its flexibility. The pick-up is ready and smooth, and considerable liberties can be taken with the engine in top gear. At first I was not conscious that the get-away was particularly good. It was adequate, I thought, but not more, even taking into consideration the size and weight of the car. Then I began to realise that I was driving a fairly high car, and that the time needed for the speedometer needle to climb from 15 to 40 miles an hour was surprisingly brief. In short, the engine picks up its load and gets into its stride with just that unobtrusiveness and silence that means comfort.

The speed-indicator was under suspicion from the very start, but not in the usual way. It seemed

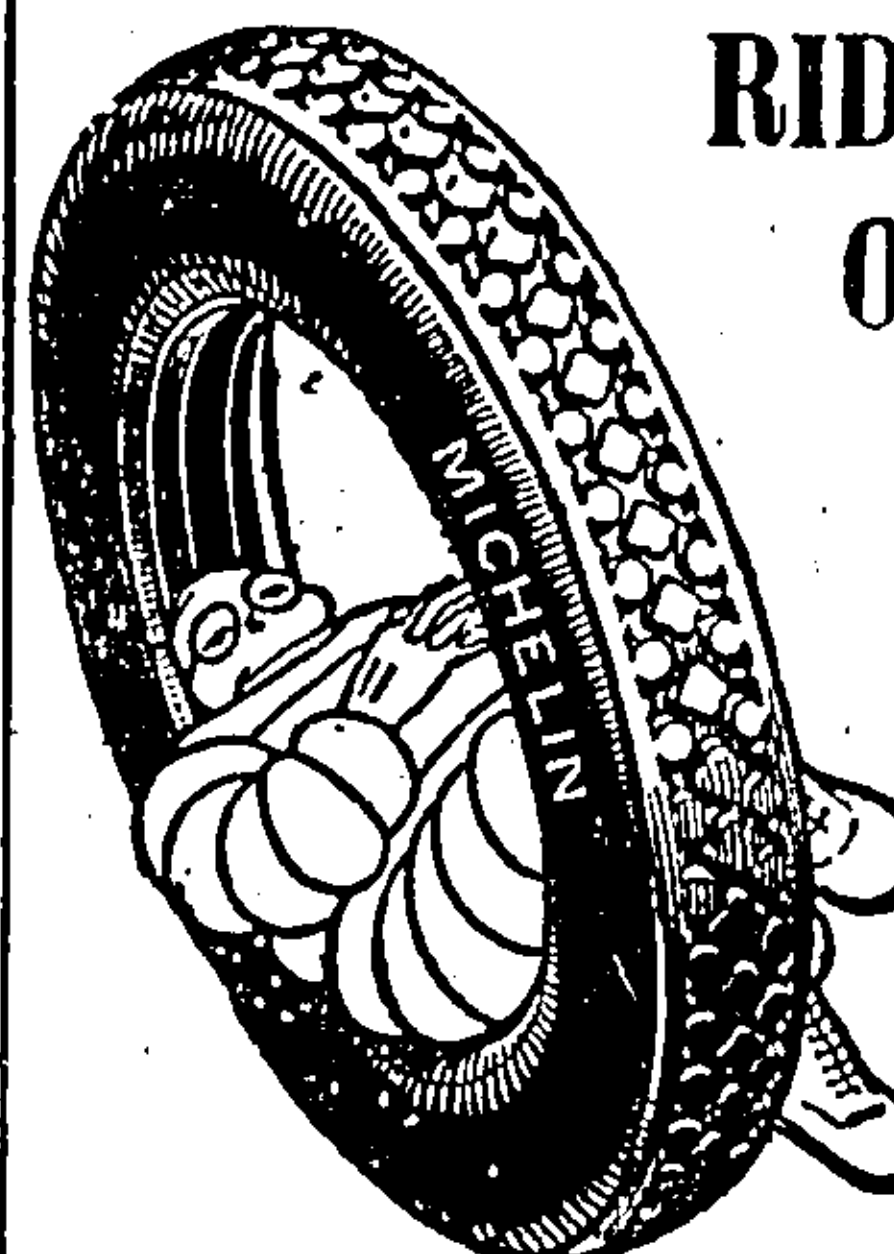
to me than when it showed 45 miles an hour we were going a good deal faster. I pointed this out to the demonstrator, and, in sequence, a special test was made at Brooklands, when it was found that the indicated maximum of not much over 52 in reality represented 61 miles an hour. That is the car's ordinary maximum, the advertised figures being 60.

Owing to Pebblecombe Hill being still out of use, I reverted to Westerham Hill for the main climb. This has a maximum gradient of about 1 in 7 for some 100 yards, and at the point where I turned on to it from the Pilgrims' Way, one of 1 in 10. From a crawl on second speed (about 5 m.p.h.) the speed increased to nearly 35 by indicator, and did

not drop below 22 on top performance.

Comfortable Work.

Gear-changing is a little practice if it is to be without scrape. Oddly enough I found the change between second and third (the "silent" gear) easier than the others. Third, quietly, if not noiselessly, second is about average. Throwing is excellent, and the set exactly what I like—light, and very steady. The body is very well designed, partly in the front seats, which sit about the most comfortable met. They are large supple chairs rather than motor-cats, and the back squabs are luxurious. The general stance is very good.



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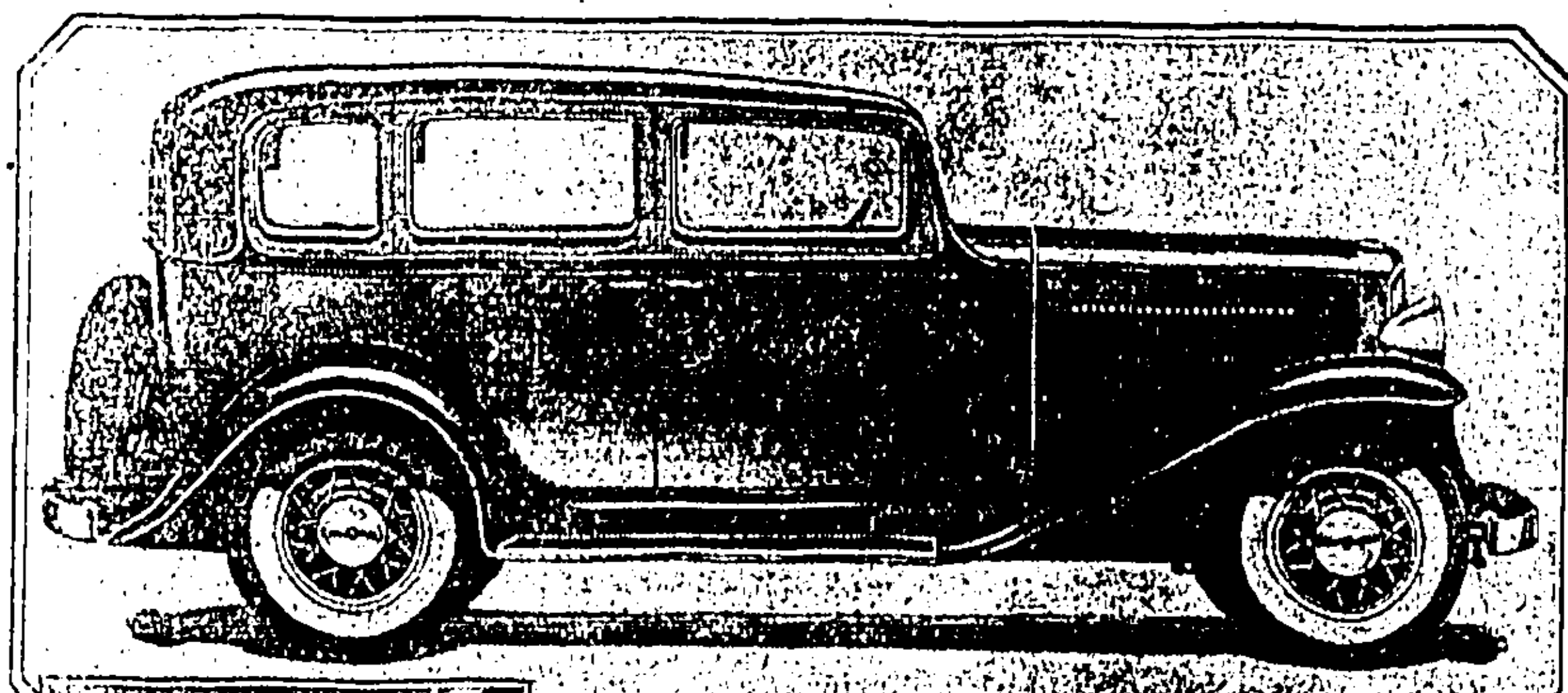
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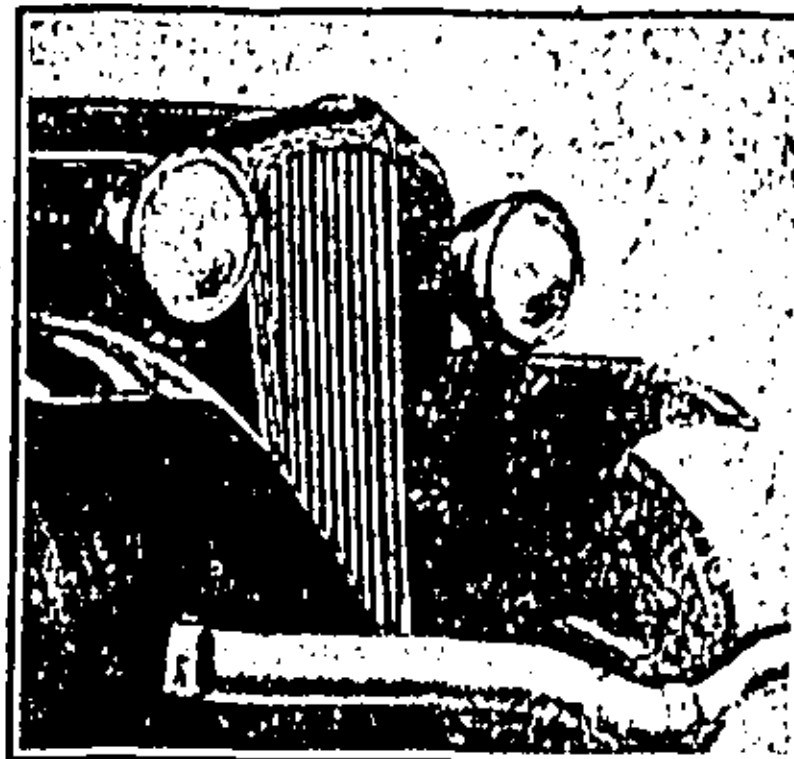
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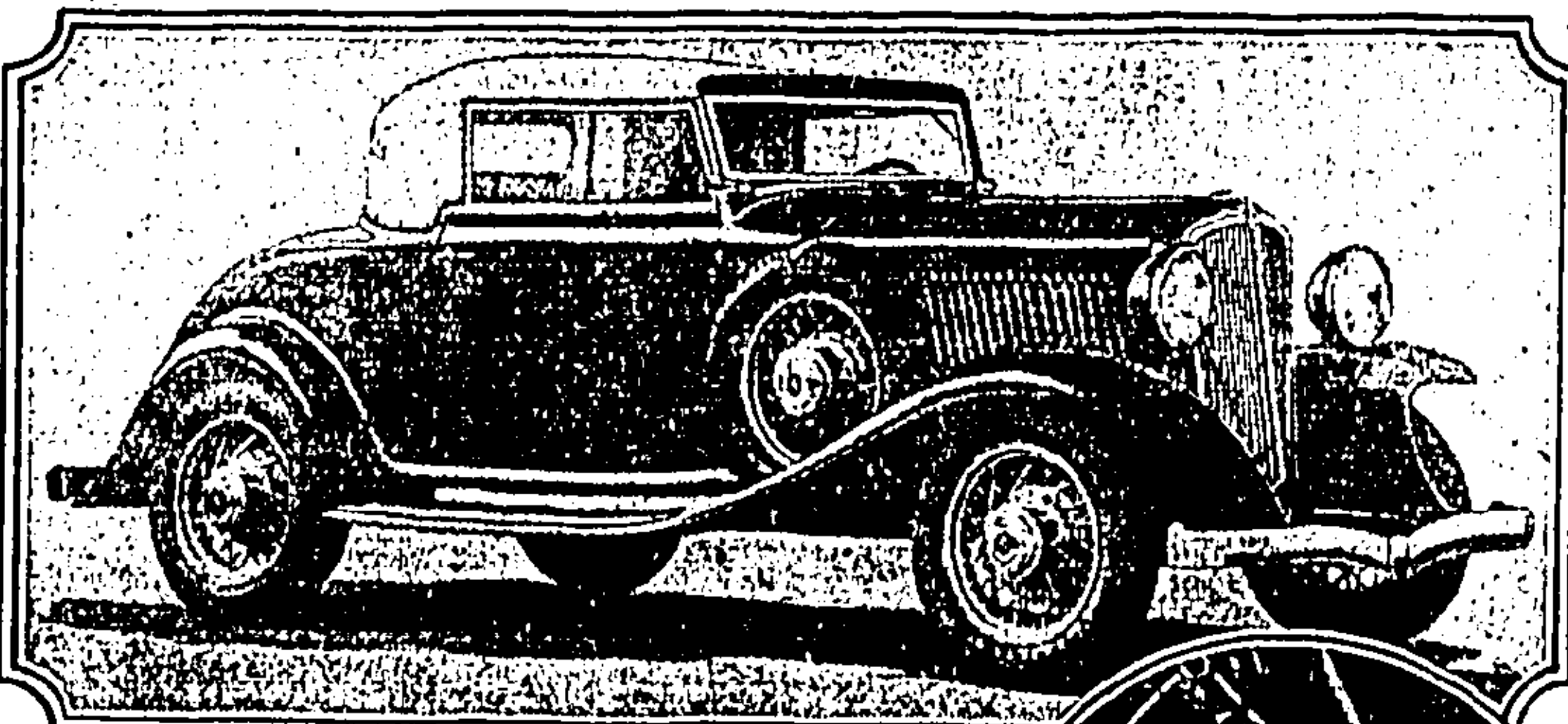
Rockne Six Offers Quality at Low Price



Below—A smart V-shape radiator shell features the modern styling achieved in the Rockne Six. One-piece steel wings lend the swank of custom salon cars. The wide, symmetrical bumper is faced with chromium as are radiator shell and headlamps. The radiator, bonnet, top and the front and rear mudguards effectively blend in an ensemble that pleases the eye while fulfilling the requirements of the latest research in motor car wind resistance.



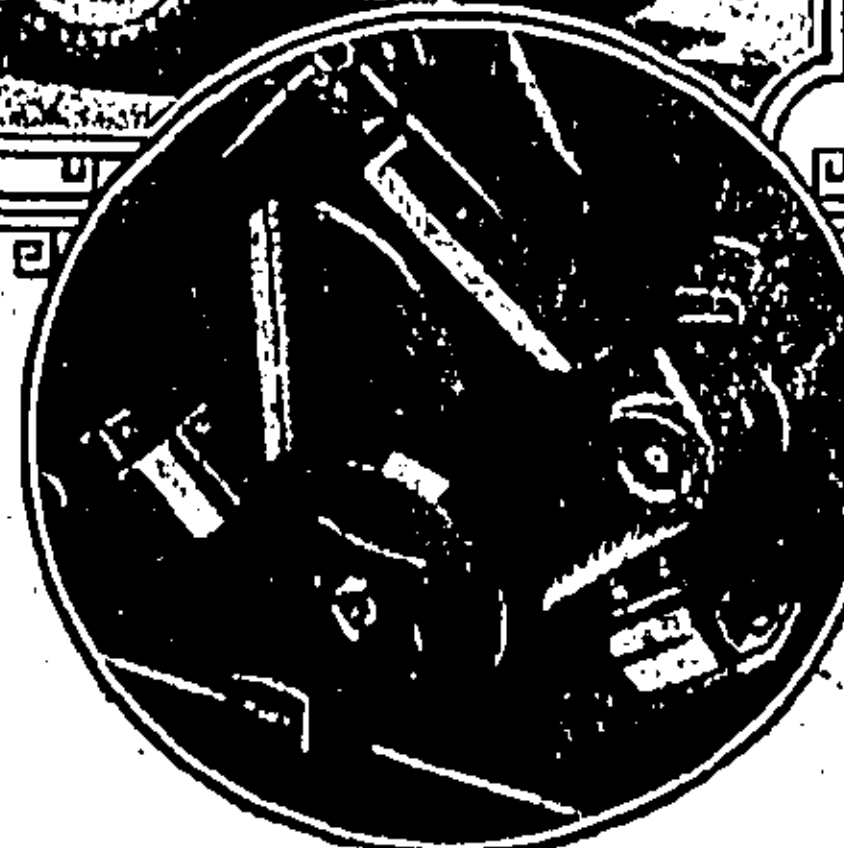
Long, low and aerodynamically streamlined is the Rockne Six "75" five passenger, 4-door sedan shown above. The powerful six cylinder motor develops 72 horsepower and assures a smooth, consistent high cruising speed. The unusual chassis length—114 inches—relieves it of that condensed appearance which makes the low price of other inexpensive cars so evident. Convertible sedan, convertible roadster and coupe models also are available on the Rockne "75" chassis. Wire wheels are standard equipment, as are free wheeling and synchronized shifting.



Abundant roominess; adjustable front seat; three-spoke, steel core steering wheel; adjustable steering column and aviation type instruments feature the Rockne Six "75." Free Wheeling control is located on facia at left of steering column. Hand brake lever and gear change lever are forward in the Rockne Clear Way Front Compartment. This new positioning allows the driver to enter or leave through either doorway with ease.

The long wheelbase of the Rockne "75" is supplemented by an extra wide rear tread which not only accentuates the exterior proportions of the car but makes possible a wider rear seat than has been customary in cars of this price. The interiors are upholstered and furnished in the manner of costlier cars. The Rockne Six is manufactured by Rockne Motors Corporation, a Studebaker subsidiary, with offices and factory in Detroit, Michigan, U.S.A.

Note the slanting louvres, sloping radiator and sloping wind-screen of the Rockne Six "65" convertible roadster. This ultra modern car, mounted on a 110-inch wheelbase chassis and powered by a 65 h.p. engine, has been designed and built to standards of quality never before achieved in the low-priced field. The power plants of the Rockne Six have that notable freedom from vibration that is inherent in all Studebaker sponsored engines. In keeping with the practice followed in high priced cars, engineers have further defeated vibration by cushioning Rockne engines in live rubber at all four points of suspension, as illustrated at right.



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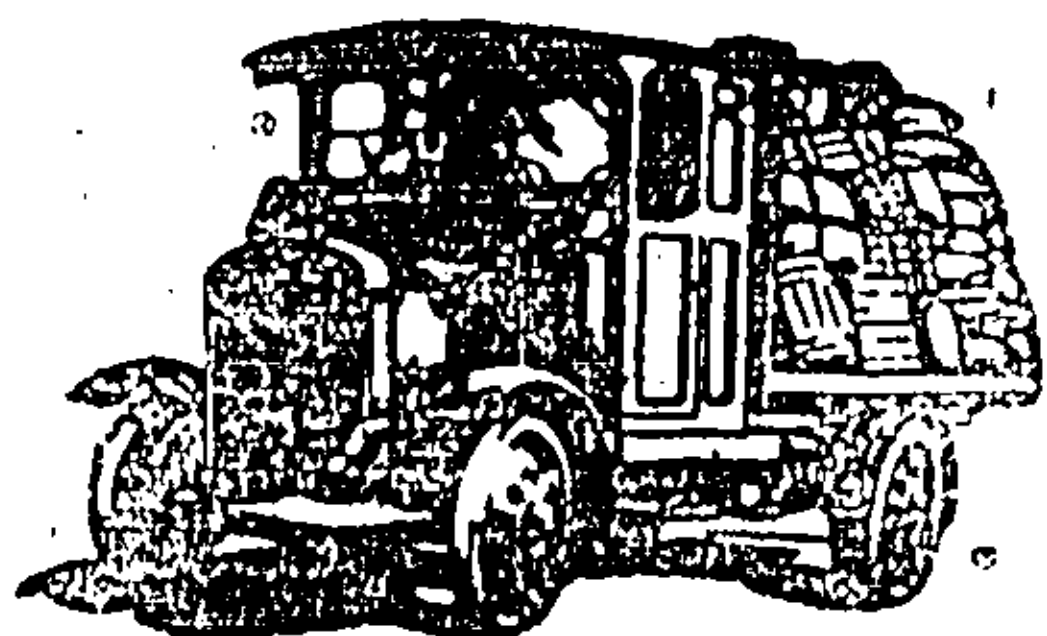
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MOTOR NOTES FROM GREAT BRITAIN.

Special Report to the Hongkong Telegraph By "R. A. C."

Defeating The Depression.

The outstanding manner in which the motor industry of Great Britain has withstood the effects of the economic crisis is very clearly emphasized in the figures recently produced by experts at the request of the Economic Committee of the League of Nations at Geneva. In 1929 and 1930 the world's production of motor vehicles fell 34.6 per cent, while in 1931, there was a further decrease of 25 per cent. The chief falls were in America and Canada, in contrast to which Britain showed a reduction of no more than 1 per cent in 1930 and 4.3 per cent in the following year.

For 1932 the probable reduction of sales is estimated at about 40 per cent, except in Great Britain, where in the early months of the year the market has been quite animated.

British Officials Abroad.

While it is only to be expected that British Government officials throughout the Empire should use British cars, it is satisfactory to note that representatives in foreign countries also show a decided preference for the home product.

Just recently a Humber Pullman Limousine has been supplied by Rootes Ltd. to Sir Thomas Horder, British Minister to Denmark. The British Ambassador to Belgium as well as the Ministers to Cuba, Albania, Sweden and Hungary, are also owners of Humber.

At the British Embassies in Tokyo and Paris, the Counsellor and Military Attache respectively are Hillman owners, as is the Chief Commercial Counsellor at Shanghai.

Making History.

The Hillman Co., by the way, has just attained the 25th anniversary of its foundation. The company was originally formed for the purpose of entering in the 1907 Tourist Trophy Race the car which Mr. William Hillman, in collaboration with Mr. Louis Coatalen, had designed. In spite of the fact that its production from the drawing board stage took only two months, this car carried off the lap record at a speed exceeding 60 m.p.h.—an amazing performance at the time.

Riley cars have been making history again lately, both at home and overseas. In the latter case, Mr. Gordon Collins' achievement in annexing by a margin of practically 1½ hours the Cape Town to Johannesburg record for cars of unlimited capacity was the more remarkable as the car, a standard Riley Overseas tourer, had already covered 21,000 miles of demonstration work during the recent sales campaign in South Africa.

At home a Riley Nine won the 1,000 Miles Race at Brooklands and, apart from the very meritorious victory at an average speed of 84.41 m.p.h., the performance was made the more praiseworthy as the success of Mrs. Wisdom and Miss Richmond was in itself unique, for it was the first international event of this nature to be won by women.

Miss Richmond, it will be remembered, was one of the little party of Riley enthusiasts from Australia who drove to Europe in order to partake in the Monte Carlo Rally.

A Record of Progress.

With an eye to the future development and expansion of their sales organisation, the Standard people have appointed Mr. J. W. Donaldson Sales Promotion Manager. Owing to his long and varied experience in the motor industry, he should do much to extend and consolidate the extraordinary progress of this concern during the past few years.

"The Motor" recently described Capt. J. P. Black, Director and General Manager of the Standard Motor Co., as one of the biggest factors in the development of the British motor industry since the rise to fame of Sir William Morris and the wonderful return to prosperity of the Austin Co. under Sir Herbert Austin. "For any motor car concern," it said, "to double its output and its sales in the middle of this period of depression is sufficiently surprising to be worth big headlines."

Buying the same Car Twice.

Stories about Rolls-Royce cars are almost as common nowadays as were Ford anecdotes a few years ago, but there is one current at the moment which has a particularly happy touch about it.

A certain peer's brother owned a 20/25 Rolls-Royce Limousine, which after a time he sold and tried several other cars of lesser known make. However, he craved for Rolls-Royce motoring and asked his agent to look out for a good second-hand car. Eventually, the dealer told him that he had found exactly the car for him. He saw it, liked it and bought it. It was his own old car back again!

Speed and Utility.

Two of the latest Rolls-Royce Schneider Trophy type engines are now being installed in "Miss Lapland 111" in preparation for her forthcoming attempt on the world's speed record on Loch Lomond. The runs on Lake Garda were in the nature of a trial for

the boat and certain modifications are being made in the light of experience of the famous coastal motor boats built by Thornycroft during the War are clearly discernible in the design of the new challenger.

It seems a far cry from such craft to the prosaic launches of the London River Police but the connexion is to be found in the fact that practically the whole fleet of these boats are installed with Thornycroft engines. When it is realised that all these boats travel some 12,000 to 15,000 annually, the importance of their work needs no further emphasis.

Towards Speedy Delivery.

What is believed to be the first test of a commercial 3-wheeler carried out under official observation has just been completed with a Fleet machine, which is a product of the Ariel concern. The 1,000 miles test was carried out partly on Brooklands track and partly on public roads, and throughout the trial a full load of 10 cwt. was carried in the form of iron weights.

The whole distance was covered at an average speed of 26 m. p. h., the oil consumption was 1066 m.p.g. and petrol 37 m.p.g. Naturally, the latter figures would be very considerably improved upon in normal use. After about 875 miles of this gruelling test the vehicle with maximum load was taken to a well known main road hill, which it climbed without effort.

During the whole of the test nothing was done to the machine except to change the plugs and tighten the rear wheel nut, and at the end it was functioning in a completely satisfactory manner.

The Fluid Flywheel.

That the fluid flywheel for use on commercial vehicles is no longer to be regarded merely as an interesting experiment is apparent from the number already in service.

The London General Omnibus Co. gave a lead in the adoption of this unit by specifying it on a number of A.E.C. Renown and Regent chassis now being built at Southall for service in the metropolitan area and it is learned that Canadian operators are trying it out on five 120 h.p. special overseas A.E.C. Rangers which were recently shipped to the Dominion, where they will work in Montreal and Toronto.

Assisting Aviation.

Sir Alan Cobham's tour of 170 of the most important towns in Britain at which he is giving aerial displays of the latest types of aircraft, continues to be highly successful. The ground organisation, of course, is an extremely important item, entailing the transport of spare parts, oils, fuels, tents, flying gear and so forth. An A.E.C. Mercury 1,000 gallon tanker, for instance, provided by the National Benzole

Co., picks up supplies of petrol from local depots while the conveyance is moving from one stage to the next.

Two Leylands are being used during the National Aviation Day Campaign, a Cub 2-ton van to transport any accessories and a Hippo six-wheeler. The Hippo has been chosen to carry the late Sir Henry Segrave's "Golden Arrow," which accompanies the aeroplanes from town to town as an item of general interest to the public.

Thus motor transport is doing its share in the development of another branch of transport.

A Progressive Concern.

The appointment of Mr. R. Winter to the board of Liquid Measurements Ltd., is of considerable interest overseas in view of his wide experience in various parts of the world.

This company has been producing Hammond petrol pumps for the past 8 years and each year has shown a progressive expansion of business. The works at Acton are still the only factory in Britain specialising exclusively in the manufacture and distribution of petrol and oil measuring equipment, to which has more recently been added a variety of garage service plant and appliances.

The export of Hammond pumps has increased enormously in recent times and is now a very important part of the business.

DESERVED PRAISE.

Appreciation of Thornycroft Marine Engines.

Some remarkable tributes to the lasting reliability of Thornycroft marine engines have recently been received by the manufacturers from satisfied owners.

These are of significant interest to overseas users of marine engines who, more than anything, require a sturdy job that will stand up to many years of normal and not infrequently rough usage.

An example of the latter was mentioned in one letter from an Indian owner, whose native attendant had run his Thornycroft engine for a whole day without any water circulation, and was pleasantly surprised that no serious damage had resulted.

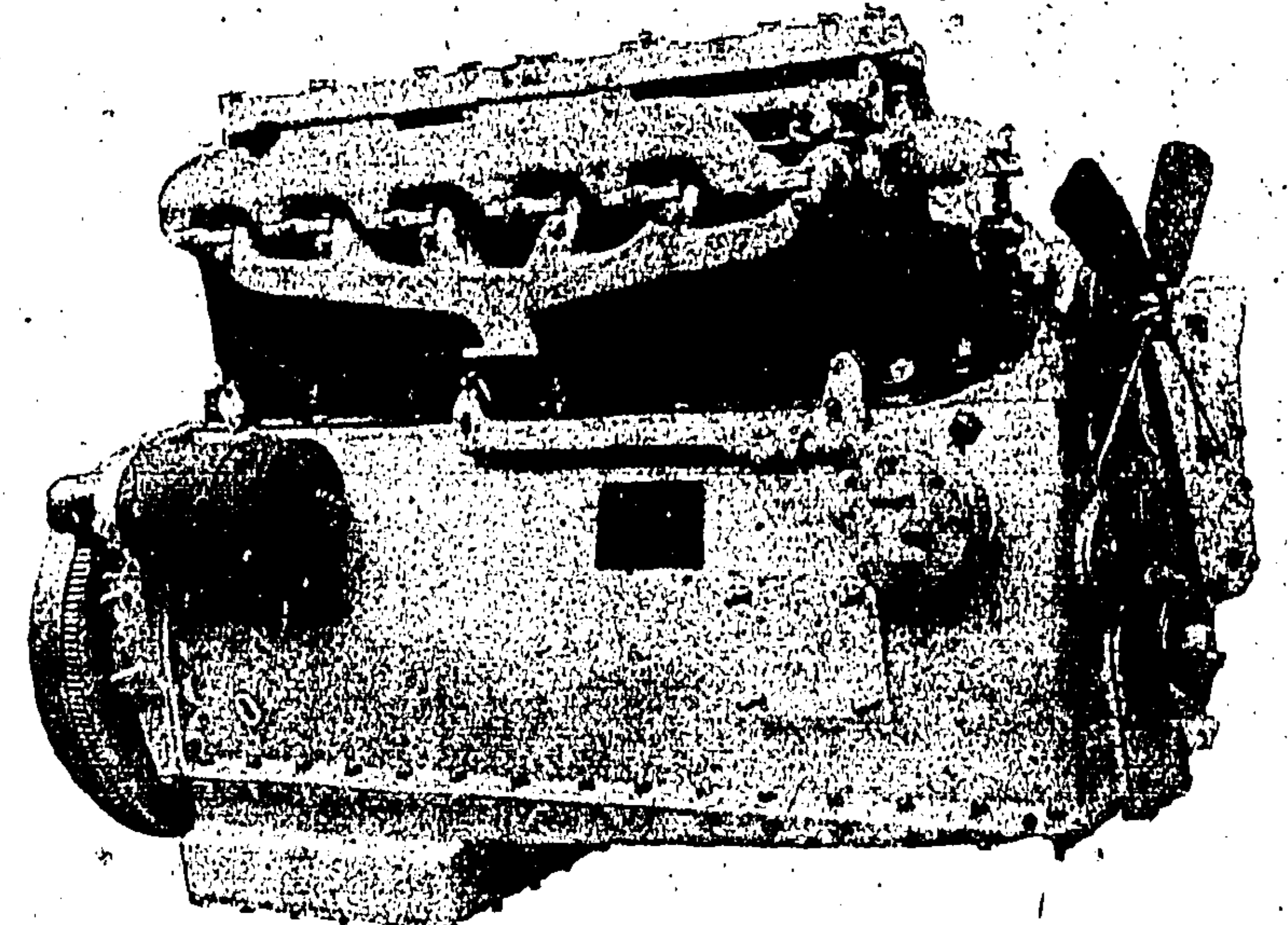
Another letter stated "my engine has been in constant use for nearly four years, during which time it has not made an involuntary stop."

Their easy starting is commended by another owner, whose boat is equipped with two Thornycroft "Handybilly" engines. "They will both start on half a turn from cold and the petrol consumption is well under two gallons per hour for both engines going at full speed."

Even more convincing is the experience of another user who wrote: "For the 8th consecutive year the engine has run with its usual watch-like regularity. Except to change the oil and clean the plugs, nothing has been touched in any way whatever."

It is experiences such as these which have built up the worldwide regard for British engineering products, of which Thornycroft marine engines are worthy examples.

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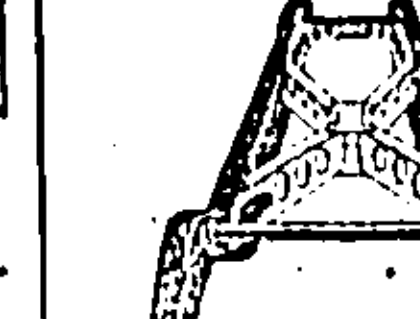
NEW NASH



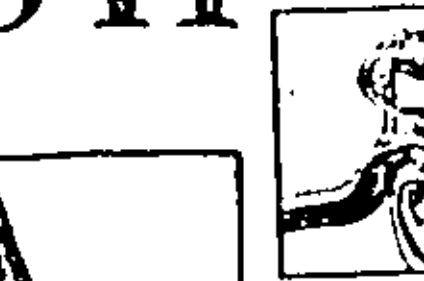
Silent, long-lived Underling Worm Drive lowers center of gravity without decreasing load room or road clearance.



All Coupes and Sedans (except Convertibles) have new roller-bearing type front seat adjustment.



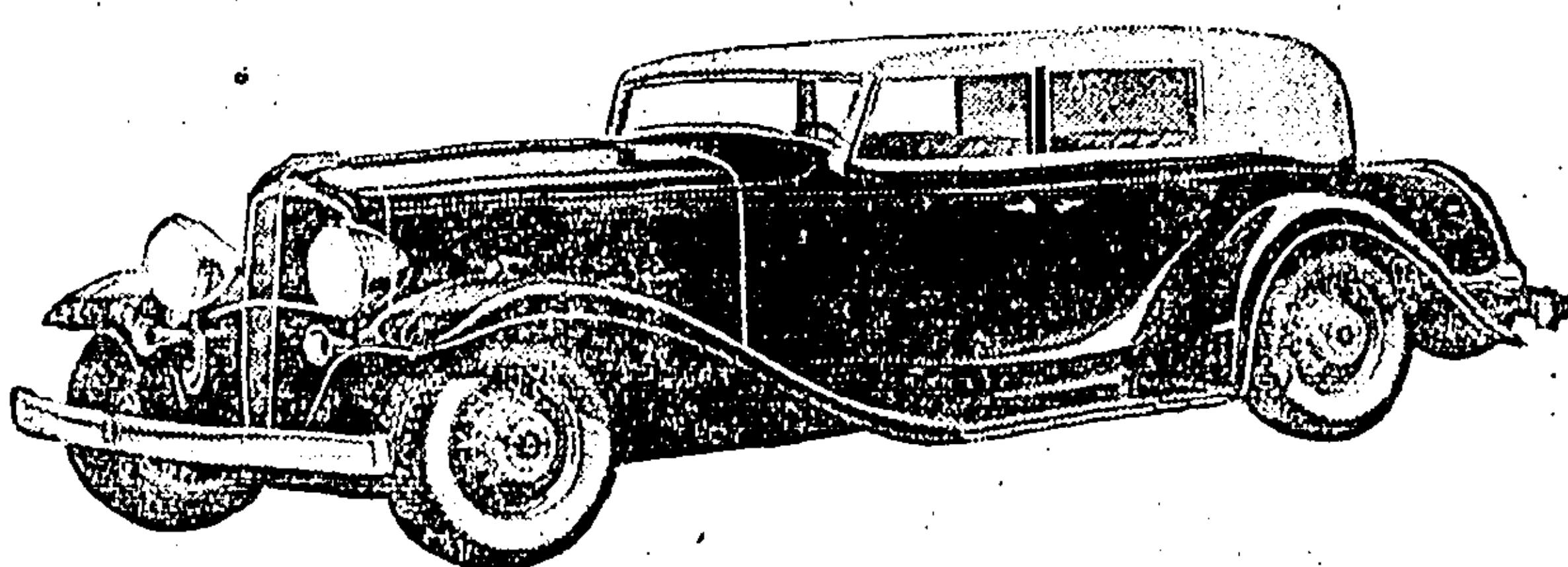
Nash X-Dual Twist-Proof Frame



"Centrifuge" cast iron brake drums assure smooth, effective braking and trouble-free service.



Two Ignition engines in the Special 8, Advanced 8, and Ambassador 8 are of same type as used in latest airplanes.



The Strongest Backbone Any Car Ever Had

At first motor cars had just frames. Then came the double-drop frame. Next truss frames. Then X-frames.

Now Nash steps out ahead with the new X-Dual frame—a super-durable, super-rigid and twist-proof type.

Look it over carefully when you come to our showrooms to see the new models.

For this X-Dual frame is new—and different—the strongest frame ever built. The massive inside bridge-girders extend clear from the front cross-member to the rear kick-up—virtually a double frame.

Everyone interested in motor cars should surely see this new Nash X-Dual frame—

and then arrange to actually drive this car. For this frame is just one of a long list of new principles of basic design that make the new Nash so remarkably different in performance.

The "500,000 mile" Silent Underslung Worm Drive axle is another new Nash feature. Full Range Ride Control, adjustable at the dash; Centrifuge Brake Drums; Bohalite Aluminum Alloy Pistons and Connecting Rods; Slip-Stream body design, with Beaver-tail back; Dual Exhaust Silencers are among the many further interesting new attractions. All models are longer, lower, with faster acceleration, and greater power and speed.

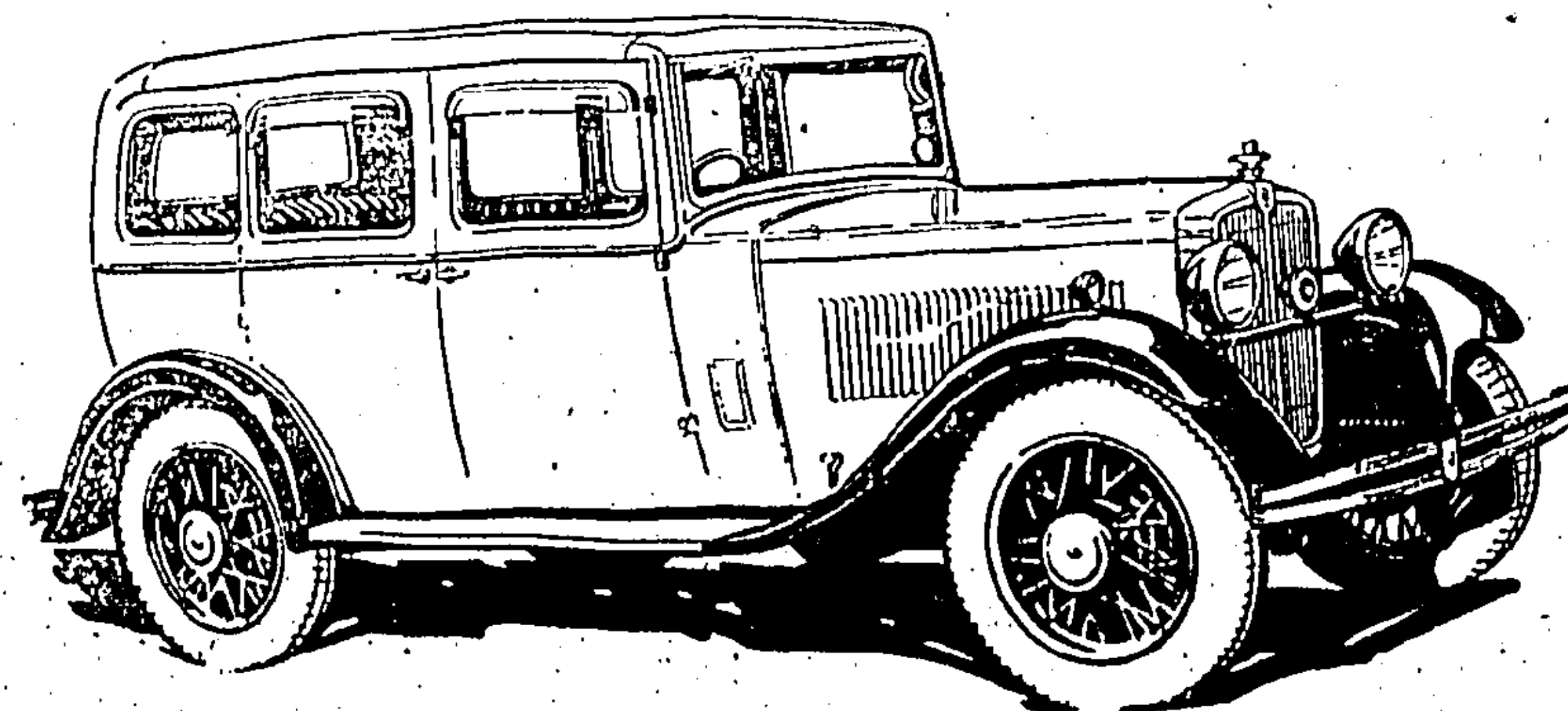
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THE MOST

COMFORTABLE—ECONOMICAL—SIX



SALIENT FEATURES OF THE MORRIS MAJOR SIX

New chromium radiator with automatic shutters. Air-cleaning and pre-heating units on the six cylinder engine developing 32 B.H.P. Triplex safety glass all round, including window louvers. Pythloy sliding head on coupe and saloon models. Five wire wheels. Light but accurate steering. The assurance of hydraulic braking.

Instant approval is given to the extra refinements in this popular model. The new "Twin top" silent gear box gives speed and acceleration on steep hills with half the strain on engine and transmission. Wider track and the new chassis frame make for more room and greater ease of riding.

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from 10.30 a.m. to 12.00 noon.

Send us your old clothes.

CHINA'S FUTURE

A STABLE GOVERNMENT ESSENTIAL

Lord Lloyd, who presided at a meeting held at the Royal Society of Arts, Adelphi, to discuss the future of China, said there was no question of greater importance than the progress of the Far East and the recovery of trade there. The purchasing power of many millions of people was now out of action. He agreed with the suggestion of one of the speakers that England would be in a better position to help other countries if the Government paid a little more heed to the reports of their representatives. As the advice we offered he thought that above everything else we should place justice.

Mr. J. O. P. Bland declared that British influence in China would be stronger if the "highbrows" sent by our Government to that country had not been hypnotised by the Chinese intellectuals. The unfortunate results of the Washington Conference on China were plain to be seen. He feared that little could be done for that great country until a stable Government had brought order out of the present chaos.

THE TRUTH ABOUT AMERICA

"DEMOCRACY A FAILURE"

THE LAND OF THE NEW POOR

A very remarkable speech on the American situation was delivered in London by Mr. Gordon Selfridge, himself an American.

Mr. Selfridge, speaking on his recent visit to America at a luncheon of the American Chamber of Commerce in London, said:

"I have been confirmed in my opinion that democracy is a failure. Democracy never inspires; it never does anything of its own accord; it never assists, it hinders wherever it can, and it holds back."

"In my judgment what must eventually come is the control of a country by an inspiring, unselfish spirit, managing it as a great business is managed. In a hundred, two hundred years—perhaps less—there will be no more democracies in existence. We don't know enough to govern ourselves. We need a leader, an inspirer, someone to attend to our own affairs more than anything else."

Speaking of the outlook in America, Mr. Selfridge said: "A banker told me there are no rich men left. We used to think that Rockefeller was a rich man, but with New York Central shares at 17 he is no longer wealthy."

Vanished Millions.

"I was told of a Vanderbilt who owned 168,000 shares of New York Central Stock. In the boom time they were worth 12 or 13 millions sterling and he had an income of from one and a half to two millions a year. The shares are now worth about one and a half million dollars, with no dividend whatever. That was told me as a joke, but it indicates the condition there."

Mr. Selfridge referred to a speech made by Mr. Ogden Mills at a private dinner at which he was present.

"He assured us how difficult it was to get through Congress and the Senate any reasonable Bill for the assistance of the country under present conditions. Every new department of activity which it is proposed to tax brings its organised forces to oppose it."

Congress Shouted Down.

"Civil servants, when it was proposed to reduce their remuneration, gathered in force and shouted Congress down until the representatives dare not pass it."

"What are we going to do with a Government that is subject to that sort of thing? I said that it helped to prove that democracy as a system of government is a failure, especially in a country like the United States, where there are 60 races of people thinking about themselves and not caring a damn about the country as a whole."

"I asked one well-known man what he would do if he were a benevolent dictator. He replied: 'I should do three things which I think would quickly pull the coun-

WOMEN AS JOCKEYS

TO BE ALLOWED TO RIDE IN PARIS.

Women jockeys are at last to be allowed to ride in Paris.

Several women are already in training at Maisson-Laffitte for this event, among their number being Mlle. Wallon, the seventeen-year-old daughter of the well known trainer. Two years ago she won a race in the provinces, where there are not the same restrictions as in the capital.

One of the features of the opening of the racing season in Mexico City recently was the race for women. All the entries were well known in Mexican or foreign colony circles.

The race was held at the Balbuena track. Three of the jockeys rode side-saddle, and two of these were second and third. First place was won by Senorita Maria Ugarte, who is an exceedingly accomplished young horsewoman.

The race was a quarter of a mile in length and ridden in good time for Mexico City, as the altitude is about seven thousand feet and the time for all races are usually considerably slower than those of similar length at or near sea level.

Another race for girls is scheduled to be run later in the season, with an even larger entry list. It is reported that the two younger daughters of President Rubio, who are often seen on the bridge paths about Mexico City, have entered.

The President and his Cabinet attended the first race and thus gave official approval to women riding astride. This is in marked contrast to the reception given to women riding astride in breeches some fifteen years ago, when the style was first introduced in Mexico City by foreign women.

The first woman to appear in this kit was roughly handled by a threatening mob.

try out of its slough of despond. They would be:

1. To do away with Prohibition.
2. To adjourn Congress.
3. To put on a sales tax.

"The United States seems to be going through a time when there is no one to step on the bridge and steer the ship for a safe port. Since my return I have seen no indication of the turn which I and others have been hoping for and which must eventually come."

Blood & Skin Diseases

Remember that pure blood not only keeps away disease, but is Nature's remedy—in fact, the blood is the stream of life. In the treatment of Blood and Skin Complaints Clarke's Blood Mixture is unexcelled, it expels the poisons and assists healing.

Of all Chemists and Stores. Equally good in LIQUID or TABLET form.

CLARKES BLOOD MIXTURE

MACLEANS PEROXIDE TOOTH PASTE

BRITISH TO THE TEETH.

Stocked by all Pharmacies, Dispensaries and Departmental Stores.

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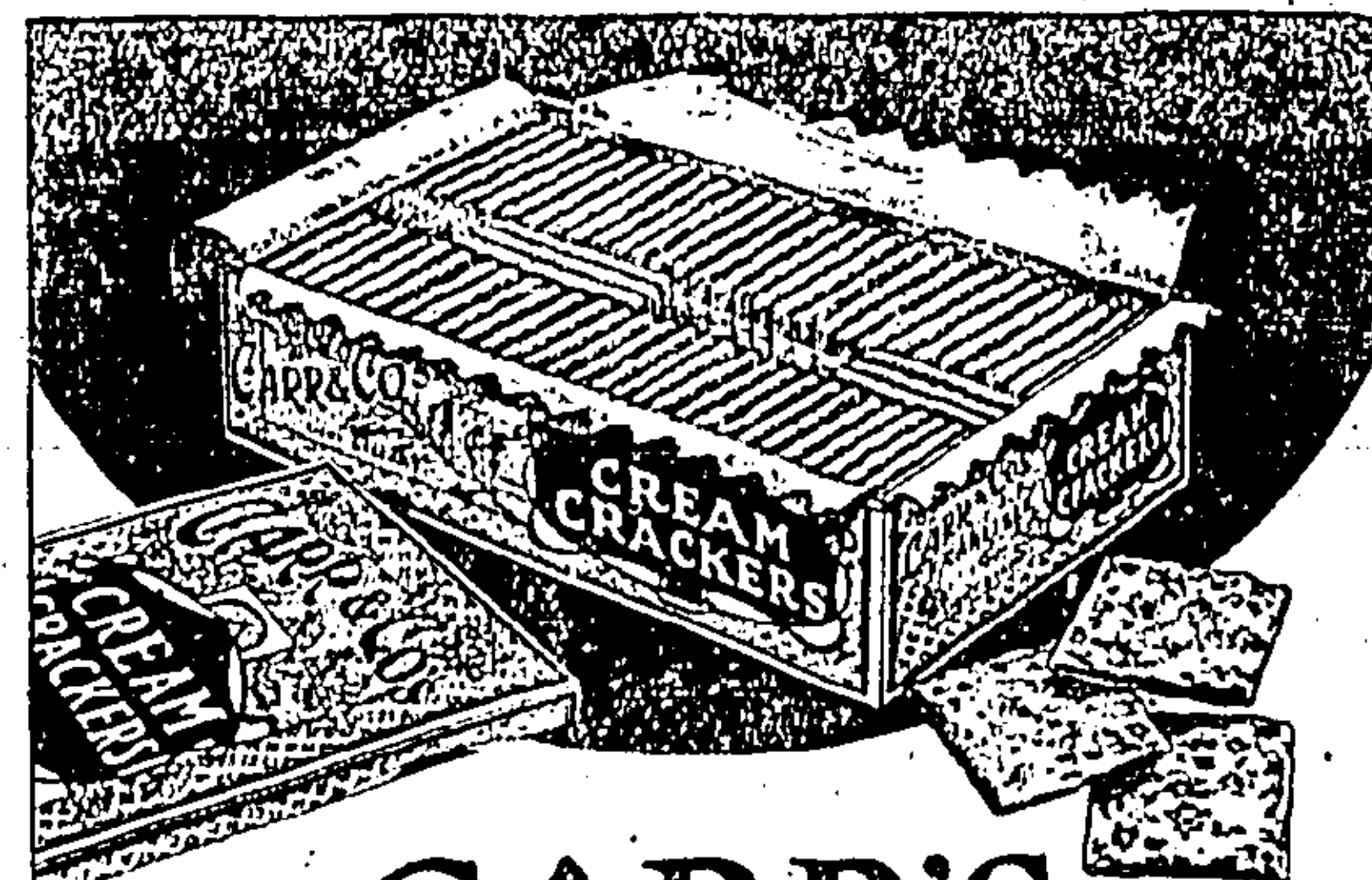
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CRISP & FLAKY

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IS THE TYPEWRITER LEADER OF THE WORLD BECAUSE OF ITS:—



DURABILITY, SPEED, APPEARANCE AND LONG SERVICE.

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the world's unquestioned authorities on FLOOR FINISHES

For over 50 years JOHNSON'S WAX (paste or liquid) has been the ideal floor dressing in millions of homes. Discriminating housewives prefer it to all others because it imparts to the floor a hard, dustproof gloss and, above all, a beautiful surface which is easily kept free from dust and dirt.

The cost is nominal but the effect is priceless.

For sale at hardware and grocery shops

S. C. JOHNSON & SON

Racine, Wis., U. S. A.

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Queen's Building, Prince of Wales, HONGKONG



NEW GOVERNOR
OF MACAODISTINGUISHED SON
OF PORTUGAL

ACTIVE CAREER

Lieut.-Colonel Bernades de Miranda, who assumed the Governorship of Macao recently, has come to the Portuguese Colony after a long period of service in the forests of his country. Reports from Portugal show that he possesses a previous record of labour as an indefatigable worker and point him out as a far-sighted administrator from whom much can be expected.

A careful and methodical officer, he has given proofs of great devotion to his Motherland, in reward for which he was given positions of the greatest trust when Portugal was passing through moments of great stress.

Col. Miranda, who is forty-six years of age, is a scion of a very old Portuguese family from Beira Alta, a home of some of Portugal's great sons. He can trace a connexion with some of the Portuguese heroes who fought for Portugal and Christianity in the days of the Holy War in North Africa in the 14th Century. In later years other members of this old stock saw service in India, in Portugal's glorious age, and subsequently in Brazil, when that great country was still a Portuguese Colony.

He is a son of Senhor Joao Maria Loureiro Miranda, who, as the owner of a vast estate, lived in retirement as a country gentleman, devoting himself to agricultural pursuits and to the education of a large family of ten children. On his mother's side he was also attached to another old family, for his father married Donna Eliza Bernades, of Beira Alta.

CLASSICAL STUDENT.

As a young man, Col. Miranda already showed those qualities which have made him such a distinguished son of Portugal. Educated in Coimbra, that ancient seat of Portuguese learning, he went through the primary classes and subsequently entered the celebrated Coimbra University, where he early made a name for himself in classical studies and in physics, mathematics and chemistry, studies which have formed the hobby of a life-time.

Leaving Coimbra, Col. Miranda, just out of his teens, entered the Army College at Lisbon and passed out as a subaltern of artillery. Following his promotion to the rank of Lieutenant, he went to Brazil, where he served in the Brazil Railway Company and was lecturer in engineering at the Mackenzie College.

On the outbreak of the Great War, he returned to Portugal and, qualifying as a staff officer, joined the Portuguese Expeditionary Force to France, where he rendered valuable service as the Chief of Intelligence in the Portuguese Headquarters Office, and was mentioned in despatches.

AIDED DICTATORSHIP.

At the conclusion of the war, he returned to Portugal where, as Chief of Staff in the 2nd Division, he quickly gathered round him many officers who, like himself, were dissatisfied with the political squabbling which characterized the party politics of the time. The military leaders endured the cruel destruction of all they held dear for many years, but, eventually, by virtue of his position, Col. Miranda took a very active part in the political movement of 1926 which resulted in the overthrow of the Government and the setting up of the dictatorship.

All the army divisions at Vizeu accepted the leadership of Col. Miranda and contributed not a little to the success of the plans to establish the dictatorship, led by Marshal Gomes da Costa.

Marshal Gomes da Costa offered Col. Miranda the post of Chief of Staff and Private Secretary as a reward for his part in the movement. Disagreeing with the methods of the Marshal, however, Col. Miranda resigned from the both offices, and became closely associated with the movement which deposed Marshal Gomes da Costa and which led to the setting up of General Carmona, who has retained the post of President of the Portuguese Republic ever since.

PRESIDENT'S SECRETARY.

For six months following the overthrow of Marshal Gomes da Costa, Col. Miranda was the Chief of Staff and Private Secretary of General Carmona, and handled all the affairs of State of the Minister of War and Premier's departments in addition to the work that was connected with the office of the President of the Republic, during the arduous days of reorganization of the country and the suppression of counter movements promoted by disgruntled politicians.

As personal adjutant to the President and Chief of Staff of seven.

SOVIET RUSSIA AND
WAR.MILITARY SIDE OF
FIVE-YEAR PLAN

With Soviet Russia's increasing preparations for war, the strength and internal condition of the Red Army are becoming questions of importance.

Military equipment occupies a foremost place in the policy of the Soviet Government, and perhaps the most significant side of the Five-Year Plan is its military aspect. Many of the new factories have definite military tasks allotted to them; tanks are manufactured by the tractor plants and poisonous gases by the chemical works. While the economic side of the Five-Year Plan is crumbling up, the military side has been on the whole successful.

The question remains whether the Soviets will not try to make use of their military equipment in order to mask the failure of their economic plan. Here, however, they have two great obstacles in their way: the insecurity of their international position and the economic warfare which is going on at present in the Russian countryside.

The accounts of several Red Army men who have recently fled from Russia make it possible to judge of the condition of the army from the inside. The Red Army is no longer the rough-and-ready, undisciplined horde which it was in the early 'Twenties. The men are well clothed and well trained. Discipline is very severe.

"Political Training."

The official number of hours daily spent on training is eight. The larger part of this time, however, is spent on "political training." This is not in the hands of the commanding officer, but in those of the "political instructor." The evenings are nominally free, but they are usually filled by "voluntary" lectures and discussions, mainly of a political character, attendance at which is practically compulsory.

Meetings are often arranged at which representatives of the Osviashchik (the Society for Promoting Aviation and Chemistry) and the Major (International Society for Aiding the Revolutionaries) address the troops and collect voluntary contributions. Practically the whole of the Red Army man's pay (1 r. 35k. per month) goes to such contributions.

Every effort has been made to secure a trustworthy preponderance of Communists in the army. Once in the army the recruit is subjected to a rigorous course of propaganda. One of the fugitives describes how in the part in which he served there was a chart hung up in the "Lenin corner" with a graph showing the progress of the revolutionary movement abroad. Every strike in Europe, every riot in India was marked with a red sign on the chart.

ARMY REORGANISATION.

At the end of 1927, Lieut. Col. Miranda was asked to take up the post of Chief-of-Staff at Coimbra, the centre of the forces in Northern Portugal, to carry out the programme of reorganization of the Army. In Coimbra, his tact and administrative ability were marked, and in the execution of his duties in Northern Portugal he was able to give further proofs of his devotion to the interests of his Motherland. His work in Coimbra engaged his attention until his appointment as Governor of Macao.

Despite an active life, Col. Miranda has managed to find a little time for the study of physics and mathematics in his free hours and has devoted himself to the writing of works aiming at the simplification of modern theories in this branch of studies with the object of presenting these studies in a more popular form than treatises on the subject generally take.

WIFE NOTED LADY.

Col. Miranda is married to Mme. Celestine Teixeira de Abreu Miranda, a daughter of the celebrated Portuguese jurist, Dr. Antonio Jose Teixeira de Abreu, Professor of Law at Coimbra University, and last Minister of Justice under King Carlos.

They have two children, the elder, Mlle. Maria Nazaret, aged seventeen, and a little boy of seven.

ADVERTISING PAYS

SKY-WRITING BUT NO
SKY-SHOULDER

The prohibition of "sky-shouting"—the shouting of advertisements through powerful loudspeakers from aeroplanes—is advocated by the Select Committee on Sky-writing, which is about to report.

It is proposed that sky-writing—the projection on to the sky of lantern slides—should be permitted over towns with more than 20,000 population, but prohibited in rural areas, with the proviso that any local authority should be allowed to license an exhibition for a specific occasion.

Sky-writing (the committee suggests) should be prohibited in the neighbourhood of aerodromes, military works, certain public institutions and lighthouses.

Trespass By Light.

Local authorities should have the right to apply for power to prohibit sky-writing in their areas.

Legislation will be necessary to clarify the present law, under which it is not clear whether trespass or a nuisance is committed by the projection of a beam of light over private property.

The committee is unanimous in its report, with the exception of one member.

No legislation will be brought forward by the Government this Session.

M2 SALVAGE

A NEW DIFFICULTY

Portland, June 25. The attempt to salvage M2, which was to have begun to-morrow, has been postponed.

After five months of work on the bed of West Bay it was confidently hoped that the submarine M2 would be brought to the surface to-morrow.

This afternoon a signal was flashed ashore from the parent ship, Allecto, to say that an unlooked for hindrance had occurred. Soon afterwards the Allecto came into Portland, where the Rear-Admiral Commanding Submarines, Mr. F. F. Cox, the salvage expert, and other experts had a conference.

A statement was issued which said: "Certain unforeseen difficulties have arisen in regard to blowing the tanks of the submarine necessitating further detailed work before the surfacing can be attempted."

The great work of sealing the hull is believed to have been satisfactorily accomplished, but the new difficulties concern the ballast tanks.

Divers will resume work on the ballast tanks at once, and it is hoped that M2 may be surfaced within about two weeks.

FEATURES OF THE
PLAY

(Continued from Page 8.)

Parker was the outstanding personality in the Gloucester v. Somerset match, capturing a total of 11 wickets for 72 runs. At his first attempt he took 7 for 26 and later added a further 4 for 46.

Ashdown (6 for 39) and Paine (6 for 32) played leading parts when Kent and Warwick met. The former securing first innings points by a narrow margin.

Hobbs came to the rescue of the Players against the Gentlemen, compiling a typical innings of 161 not out. This allowed the Players to score 320 in their second knock. Larwood bowled exceptionally well during the Gentlemen's innings, and although they totalled 430 for 8 declared, captured 4 wickets for 54 runs.—*Kentish.*

EXCHANGE RATES

	Monday.	Yesterday
Paris	90.7/16	90.7/16
Geneva	18.27 1/2	18.27 1/2
Berlin	15	14.95
Danish	20.3/16	20 1/2
Helsingfors	235	235
Athens	550	540
Buenos Aires	Nom.	Nom.
Shanghai	1/8	1/8
New York	3.55 1/2	3.54 1/2
Amsterdam	8.83 1/2	8.81
Vienna	32 1/2	32
Madrid	59 1/2	59 1/2
Bucharest	59 1/2	59 1/2
Hongkong	1/3 1/2	25.55
Brussels	25.02 1/2	25.02 1/2
Milan	68.13/16	68 1/2
Prague	120 1/2	119 1/2
Stockholm	19.50	19.50
Copenhagen	18.45	18.45
Lisbon	110	110
Rio	51/32	51/32
Bombay	1/6 1/2	1/6 1/2
Yokohama	30	30
Montevideo	4.08 1/2	4.08 1/2
Batavia	220	220
Silver (spot)	17.1/16	17 1/4
" (forward)	17 1/4	17 1/4

—British Wireless.

CINEMA SCREENINGS

NOTES SUPPLIED BY THE
THEATRES.

Described as one of the best British films ever to come to Hongkong, the screen version of A. E. W. Mason's well-known novel, "At the Villa Rose," is to be shown at the King's Theatre to-morrow. It is a murder mystery of great dramatic power, with first-rate cast and given promise of being extremely entertaining.

Austin Trevor will be again seen in the role of Hannau, the great French detective, and the manner in which he unravels the mystery is such as we have come to expect from this noted actor. Richard Cooper, of course, will be with him, while Barbara Gott and Nora Baring will both have big parts.

The film is a product of the Twickenham Film Studio, and the direction is in the hands of Leslie Hiscott, a fact which of itself is a guarantee of a really fine picture.

"Ben-Hur" Coming.

The biggest things are the simplest. Not complexity of emotion, but its depth and truth mark real greatness. The instance of "Ben-Hur," the film coming to the Queen's Theatre to-morrow, love and revenge are the supreme motives. Revenge—to overthrow the Roman who destroyed the House of Hur; Love, an inconsolable passion that makes its hero search the wide world over to find his lost mother and sister, and Love, the flowering of youth and emotion to his true love. Esther; these are the keys to Ben-Hur's heart, and these are the elements of appeal that make his story so engrossing.

This marvellous story has now been pictorialized from the world-famous novel and stage play. The great motives of the picture find their climax in the Antioch Chariot Race when Ben-Hur overthrows his enemy Messala and in the wondrous ending Messala and Esther find the lost ones and brings them to the Saviour to be healed.

"Dancers in the Dark."

An enticing, emotional, warm-blooded, too-generous girl, a taxi-dancer whom men love easily, loved carelessly, and forgot easily. At heart a good girl, but conventionally, she had to be a taxi-dancer. When drawn through to the muffled melody of the blues, she became a living flame of emotion. She sang with her eyes, her body, her soul. Men were no novelty to her, but Love frightened her. She was afraid she couldn't play square with the boy who worshipped her.

Such is Miriam Hopkins in "Dancers in the Dark," which is now showing at the King's Theatre, a colouring of dance hall "hostess" who is whirled into a series of dramatic events that lead to a high voltage climax.

Miriam Hopkins has demonstrated her splendid dramatic versatility in such outstanding pictures as "The Smiling Lieutenant," "42 Hours," and "Dr. Jekyll and Mr. Hyde." She has lent sex-life and personality to "Dancers in the Dark" was built for this blonde fascinator, who in a surprisingly short time has become a major office asset.

Lois Wilson, Contest Winner.

Where are the beauty contest winners of yesterday? Most of the annual crop of charming misses, proudly bearing silk ribbons designating them as Miss Kentucky, Miss Honolulu, Miss Czechoslovakia, get their pictures in the newspapers and the newspapers, and then fade into oblivion. Like so many sky-rockets, they shoot up with dizzying rapidity, flash brilliantly in the newspaper heavens for a brief spell, and then sputter out completely.

A few, however, remain before the public eye—made her debut in pictures as a result of winning a beauty contest sponsored by the Birmingham News and Universal Pictures, remains high up in the photoplay firmament.

Her latest appearance in "Once A Gentleman" with Edward G. Robinson at the Queen's Theatre, is according to competent critics, among the best of her portrayals. Since that day when she awoke to find herself famous as the leading woman in James Cruze's memorable production, "The Covered Wagon," Miss Wilson has appeared in hundreds of films—and now she's appearing undiminished in a role that gives her boundless opportunities for the display of her splendid talents.

"Age For Love."

A new Billie Dove is revealed to the motion picture public in "The Age For Love," which is showing at the Central Theatre at 5.15 & 9.30 p.m. to-day.

After more than a year of vacation and preparation, the charming and talented Miss Dove has been brought back to the screen by Howard Hughes, the youthful producer of "Hell's Angels," "The Front Page" and other superior pictures, in a brilliant vehicle which at last justifies her great beauty and ability. Hailed heretofore as "The most beautiful woman on the screen," Miss Dove, in "The Age For Love," a United Artists release, proves she is a great actress as well. She is a positive revelation, and by her performance in this picture she has more than regained her old-time popularity, and again takes her place among the premier actresses of the screen.

Frank Lloyd, recently voted the outstanding director in the film industry by the Academy of Motion Picture Arts and Sciences, was responsible for the directorial accomplishment.

This picture is based on the novel by Ernest Pascal, who also wrote the adaptation for the screen. The dialogue, with a wallop in every line of talk, was written by Robert E. Sherwood, the famous playwright and movie critic.

Supporting Miss Dove is one of the most brilliant casts ever revealed in

RADIO
BROADCASTPROGRAMMES FOR TO-DAY
AND TO-MORROW

By Z.B.W. on a wavelength of 855 metres. (845 K.C.S.)

4-7 p.m. Chinese Programme.
7-12 midnight. European Programme.

7-7.25 p.m.
A Programme of H.M.V. records kindly supplied by Messrs. S. Moutrie and Co.

Further Old Songs played by Jack Hyton and His Orchestra.
From Erik Charell's "White Horse Inn."

"G.B. Cochran's 1930 Review"—Vocal Gens.
Light Opera Company C1920.

8 p.m. (Local Time & Weather Report).
7.25-9.30 p.m. A Selection of records Z.B.W.'s Library.

7.25-8.10 p.m.
Symphony No. 4 in F Minor (Tchaikowsky, Op. 36).

Played by the Philadelphia Symphony Orchestra under the direction of Leopold Stokowski.

1st Movement—Andante sostenuto—moderate con anima.
2nd "—Andantino in modo di canzon.

3rd "—Scherzo. Flautino ostinato.
4th "—Allegro con fuoco.

8.10-9.30 p.m.
The Entire musical numbers of the Opera "Patience" (Gilbert and Sullivan) Recorded under the direction of Rupert D'Oyly Carte.

9.30-12 midnight.
A relay of the Peninsula Hotel Dance Orchestra by courtesy of the Management (During the intervals recorded music will be broadcast from the Studio).

10.30 p.m. Rugby Mid-day Press News.

12 midnight Close Down.
SUNDAY'S PROGRAMME.

9.15-10 a.m. (approx).
A relay of the Military Parade Service from St. John's Cathedral.

Voluntary—"Delbruck in E-flat." Hymn—201—"Oft in danger, Oft in Woe." Prayers—Venite. Lesson. Benedictus. Creed. Prayers.

Hymn—640—"Onward Christian Soldiers." Address—The Rev. J. N. Lewis Bryn, B.A., S.C.E. C/E.

Subject—"Why Aren't More of the best Chaps Christians?" Hymn—542—"Stand Up, Stand Up for Jesus." National Anthem.

Voluntary—Show March—"Schole." The Hand of the 1st Bn. The South Wales Borderers, under Bandmaster Gicks, will play throughout the Service.

10 a.m. (approx): Close Down.
11-12.15 p.m.

A relay of the Service from St. John's Cathedral.

12.15 p.m. Chinese Programme.
1 p.m. Local Time & Weather Report.

2 p.m. Close Down.
8-11.30 p.m. European Programme.

8 p.m. Local Time and Weather Report.
8.3-8.45 p.m.

A Programme of Victor and H.M.V. records kindly supplied by Messrs. S. Moutrie and Co.

Chorus—Ave Verum (Hear). Chorus—Veni Domine—Op. 39, No. 1 (Mendelssohn).

Chorus—Westminster Cathedral Choir 1931. Chorus—Gems at Times (Oakley).

Chorus—Remember Not (Purcell). Choir of Canterbury Cathedral 1930. Pianoforte—Solo—Etude in G Flat Major (Chopin).

Chorus—On Wings of Song (Mendelssohn). Chorus—Calm as the Night (Hahn-Andrews). Associated Glee Clubs of America 1930. Instrumental—Quartet in D Major—Nocturne (Borodin).

Budapest String Quartet 1931. Chorus—Autumn Sea (Hahn-Andrews). Chorus—Sylvia (Sparks-Gaines). Associated Glee Clubs of America 1931.

8.45-11.30 p.m. (approx):
A relay of the 8th Symphony Concert, directed by Mr. J. Furtwaengler, from the Peninsula Hotel by courtesy of the Management (During the intervals recorded music will be broadcast from the Studio).

11.30 p.m. (approx): Close Down.
KZRM PROGRAMMES.

To-day's broadcast from the Manila station:
3.00 p.m.—Baseball Game.
6.15 p.m.—Spanish Information Period.
6.30 p.m.—English Information Period.
7.00 p.m.—Dinner Music.
7.45 p.m.—Band Service Programme—Anon Weeks and his Orch.

8.00 p.m.—Gold Star Quarter Hour.
8.15 p.m.—RCA Victor Show Programme—Panglossian Presentation—Carnal Bernheim.

8.45 p.m.—Dance Music—Hay View Hotel Orch.
10.30 p.m.—Close down.

To-morrow's broadcast from the Manila station:
3.00 p.m.—Bureau of Prisons Band Concert.
6.00 p.m.—Baseball.
6.30 p.m.—Luncheon Band Concert.
7.00 p.m.—Talk by Cath. Priest.
7.15 p.m.—Dinner Hour Classical Presentation.
7.30 p.m.—Viva."

7.45 p.m.—Cebu Programme—Vicente C. Padilla and Guest Artist.
8.00 p.m.—Chorus and Chorus.
8.30 p.m.—Radiofon Programme.
9.00 p.m.—Requiem Hour.
9.30 p.m.—Dance Music—Hay View Hotel Orch.
10.30 p.m.—Close down.

ECLIPSE STAKES

THREE LENGTHS VICTORY
FOR MIRACLE

London, July 15.

The Eclipse Stakes, run at Sandown Park over a mile and a quarter to-day, resulted:

Miracle 1
Goyescas 2
Firdausi 3

Betting: 10/1 Miracle, 9/4 Goyescas, 13/2 Firdausi.

There were 19 starters. Won by three lengths; two lengths—Reuter.

A picture. It includes Edward Everett Horton, Lois Wilson, Mary Duncan, and Charles Starrett, who plays opposite Miss Dove. Horton is at his best, Miss Wilson and Miss Duncan have never given better performances, and Starrett, a comparative newcomer, elevates himself to the front rank of leading men by his work in this picture.

"The Age For Love" is an ultra-modern story of love and marriage—it goes direct to the heads and hearts of every normal person—it both thrills and amuses. No-one who patronises pictures should fail to see.

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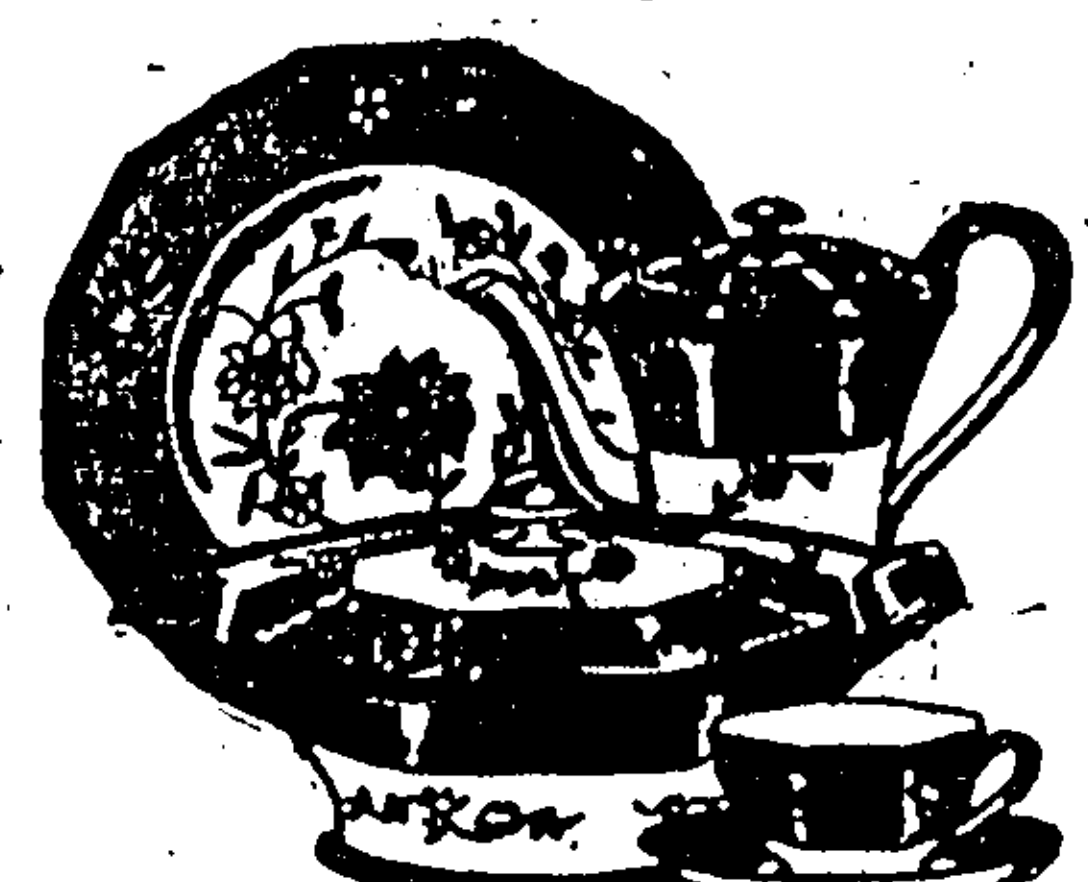
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BY BOYS AND GIRLS

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Competition
No. 1

(1) All you have to do is to write a short essay about Wrights Coal Tar Soap and why it is preferred.

(2) All essays must be received by Thursday, 28th July. You may send in more than one entry if you please, but every entry must be accompanied by the wrappers of TWO COAL TAR SOAP TABLETS.

(3) The decision of Messrs. Gilman & Co., Ltd. with regard to this competition must be accepted as final; and the rights to publish any essays remain with that Company. (There will be two sections—one for boys and one for girls).

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SUSSEX POUNDING AFTER YORK SHIRE

Another Brilliant Victory

KENT CONCEDE POINTS

DYSON SCORES 208

London, July 15.
The fight for the championship is becoming intensified, with Sussex making bolder their bid for leadership. They scored another brilliant victory when they defeated Northants by an innings, this making their eighth win to date. They stand as the only undefeated team in the county league.

One of the features of the three-days programme was the Surrey v. Glamorgan match where Surrey won by three runs on the first innings which produced 845 runs.

James Langridge and Parker were in irresistible form with the ball, the former capturing 13 wickets in one match and the Gloucester spin bowler taking 11 wickets.

COUNTY CHAMPIONSHIP.

Surrey (421-8 dec. and 226-5) beat Glamorgan (321) on 1st innings at the Oval.
Notts (306-5 dec.) beat Essex (147 & 98) by an innings and 61 runs at Nottingham.
Gloucester (139 & 158) beat Somerset (108 & 122-6) on 1st innings at Bath.
Worcester (256 & 132-1 dec.) beat Middlesex (191 & 170-8) on 1st innings at Worcester.
Kent (111) beat Warwick (105 & 161-4) on 1st innings at Birmingham.
Sussex (370) beat Northants (143 & 93) by an innings and 131 runs at Kettering.

REPRESENTATIVE MATCH.

Gentlemen (430-8 dec.) drew with Players (320) at Lords.

HONOURS LIST.

Batting.

Dyson (Glamorgan) v. Surrey ... 208
Holbs (Players) v. Gentlemen ... 181
Keeton (Notts) v. Essex ... 141
A. W. Carr (Notts) v. Essex ... 132
Gregory (Surrey) v. Glamorgan 131
Scott (Sussex) v. Northants ... 116
Signifies not out.

Bowling.

Langridge, J. (Sussex) v. Northants ... 8 for 43
and ... 5 for 22
Parker (Gloucester) v. Somerset ... 7 for 26
and ... 4 for 46
Gunn, G. V. (Notts) v. Essex 7 for 44
Ashdown (Kent) v. Warwick 6 for 39
Paine (Warwick) v. Kent ... 5 for 32
Staples, S. (Notts) v. Essex 5 for 50

FEATURES OF THE PLAY

GREAT BOWLING BY LANGRIDGE AND PARKER

HOBB'S CENTURY

Surrey and Glamorgan scored 1,071 runs between them for 25 wickets for an average of over 42 runs per wicket, the Londoners only just scraping home for first innings points by three runs. They applied the closure, after scoring 424 for 8 wickets (Gregory 131), but so gamely did Glamorgan hit back that they had put 421 runs on the board ere the last wicket fell. Dyson batted in his best style to hit up a magnificent 208. Surrey scored freely in their second attempt reaching 226 for 5 wickets before the close.

James Langridge proved a terror to the Northants batsmen and was chiefly responsible for the overwhelming defeat suffered by them at the hands of Sussex. In the first innings he captured 8 wickets for 43 runs and in the second 5 for 22. Scott batted brightly for Sussex, scoring 116 out of a total of 370.

A. W. Carr and Keeton toyed with the Essex attack and played a prominent part in Notts' win by an innings. Carr was undefeated with 131 to his credit and Keeton contributed 141. G. V. Gunn (7 for 44) and Sam Staples (5 for 50) wrought havoc among the Essex batsmen who were dismissed for 147 and 98.

(Continued on Page 7.)

A NEW BOWLS QUERY

HAS THE SKIP THE RIGHT TO MARK OUT LINE OF LAND?

Independence of thought among newcomers to bowls is to be welcomed. Oft-times they raise questions which those who are right on top of the game, and its government, have never previously thought about. Here is a new one:—

"Please explain whether the practice followed by skips, here and there, of deliberately marking out a line of 'land' to the jack for the guidance of a player in the act of bowling, by placing himself at a point of aim, to one or other side of the jack, is in conflict with the spirit of the rules?"

"If the rules do not touch the case, please state whether the player may justly object on the ground of interference with his judgment and thus with his satisfaction and pleasure."

WHAT THE LAW SAYS.

There is nothing in the laws of the game, the flat green game, to prevent a skip from showing any or all of his rink what he may deem to be the requisite amount of "land" to take.

There is a law which prevents him laying any object on the rink, either as a "mark" or as an estimated width of bias to take. Objects may be displayed in the hand, for the guidance of a player, but they must be withdrawn immediately the man delivers his bowl.

It is presumed the query refers to the fussy type of skip who estimates with his foot, his hat, or his hand, the amount of "land" to be taken. Such excess of zeal, while not strictly breaking any law, is virtually useless because it is ridiculous to estimate the amount of land necessary to be taken from a place shown on the rink anywhere near the jack or jack-high.

The bias of a running bowl is at its fullest some yards, indeed, many yards, down the rink away from the jack. It has then reached its maximum width of distance to be pulled, and begins to make the land gradually. What amount of land it will actually pull its way over depends entirely upon the state of the green.

Therefore, to estimate land properly a skip should advance several yards down the rink, and indicate a spot or "mark" on it where the player's bowl should commence its inward dive to the jack.

BOWLS CHAMPIONSHIP FOR SCOTLAND.

England Beaten in Deciding Tie By 17 Shots.

Glasgow, July 15.

Scotland to-day beat England in the deciding match for the International Bowls cup, and won the championship.

The scores in favour of Scotland were 106-89, whilst in the remaining match Wales defeated Ireland by 12 shots, the aggregates being 97 to 85.—*Reuter.*

If that was done a game of 21 ends up would last 4½ hours at least. Besides, it is not considered good form to advance any distance from the jack head.

KEY TO SUCCESS.

All new players searching for the key to success in drawing should run their eyes over the rink, backhand or forehand, for a spot where they estimate their coeds will start their pull to the jack. Find that and the key to length at drawing is theirs.

It is useless to place objects on the bankside, at the end of the rink, and make them a "mark" or estimate of land to be pulled over.

By the same argument, it is futile for a skip at the jack head to cock his foot up and call "Take that much land." If he showed his bat, his foot, or any other object, and said "That is jack-high," he would often be doing his team mates a service, and they could estimate the land necessary to be drawn over from their own spot or mark on the green, which is usually a little over half-way up the rink.

If the green is heavy the spot need not be too wide out on the rink. Should the green be fast, then a spot will have to be found somewhere near the thread, and very careful delivery is necessary to make sure of the bowl passing over it.

With justice, a bowler could object to a skip demonstrating to him the land to be taken. If such is resented, a polite request to desist would end in the skipper indicating by voice or by wave of the hand the best way up to the jack.

LEAGUE TENNIS.

CHINESE WIN AGAIN

KOWLOON C.C. OVERWHELMED

The Chinese Recreation Club advanced another step towards retention of the "B" Division championship of the tennis league yesterday when they defeated the Kowloon Cricket Club on the latter's courts by 7½ sets to 1½.

Scores:—
Kengellbacker and Dunn (K.C.C.) beat Hung and Chiu 6-4; lost to Lu and Lau 4-8; drew with Ng and Tsui 6-6.

Mackay and Philipens (K.C.C.) lost to Hung and Chiu 2-6; lost to Lu and Lau 4-6; lost to Ng and Tsui 1-6.

D. S. Green and C. P. F. James (K.C.C.) lost to Hung and Chiu 3-6; lost to Lu and Lau 2-6; lost to Ng and Tsui 1-6.

INTERNATIONAL BOWLS CHAMPIONSHIP.

League Records of The Countries.

The League records of the countries participating in the International Bowls Championship, which Scotland won, read as follows:—

	W.	D.	L.	F.	A.	Pts.
Scotland	3	3	—	—	—	340 242 6
England	3	2	—	1	—	340 265 4
Wales	3	1	—	2	—	264 326 2

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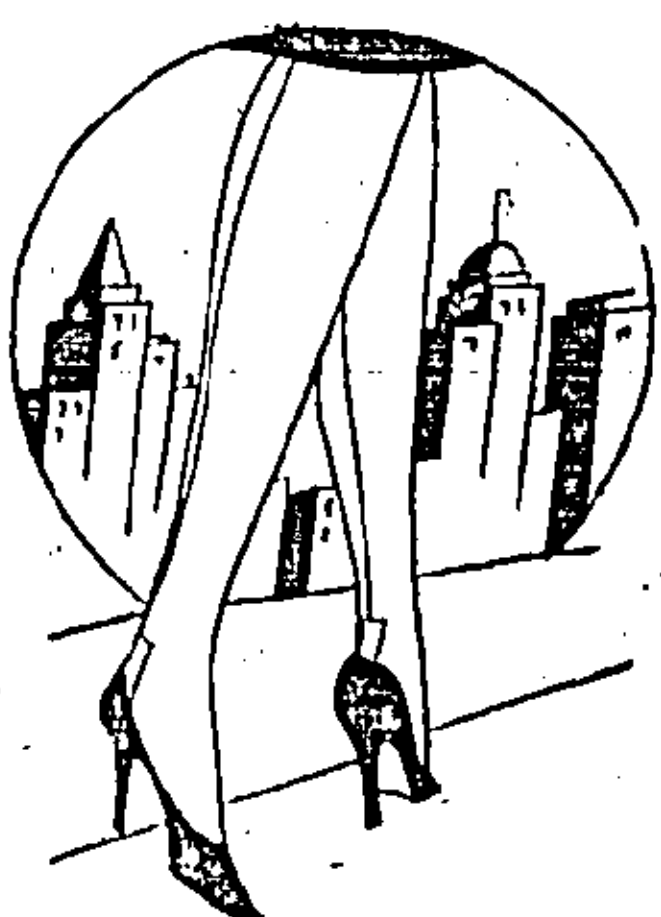
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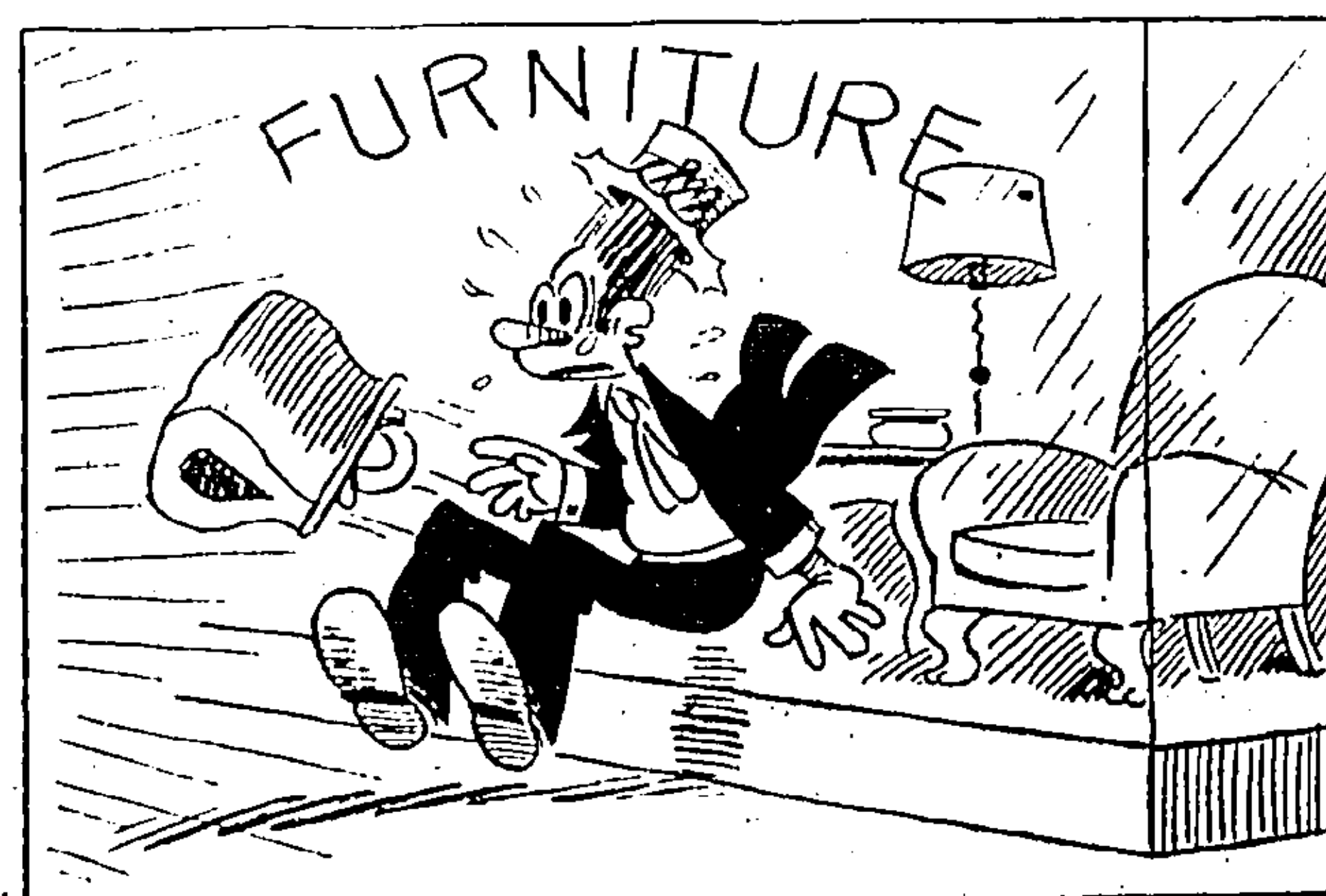
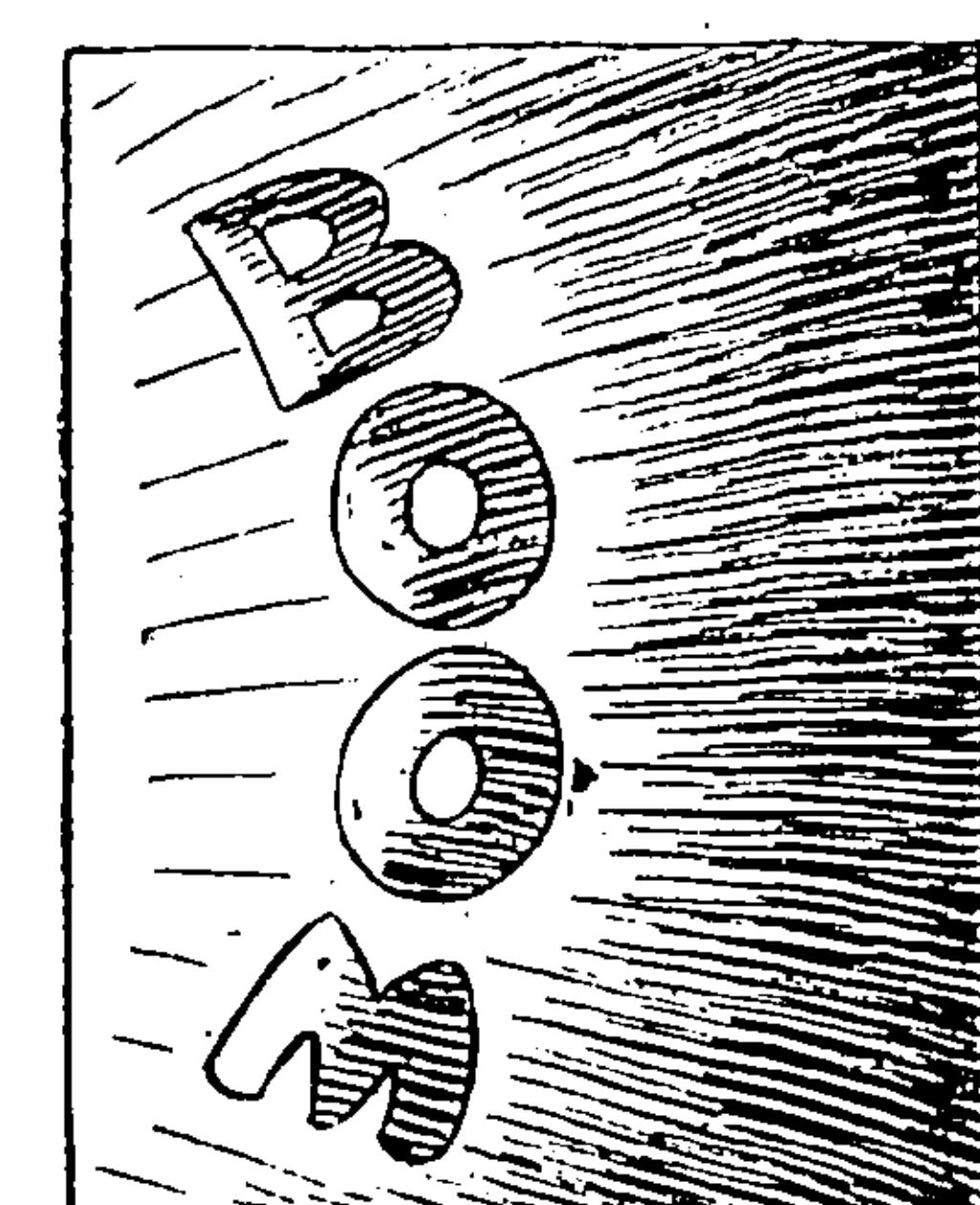
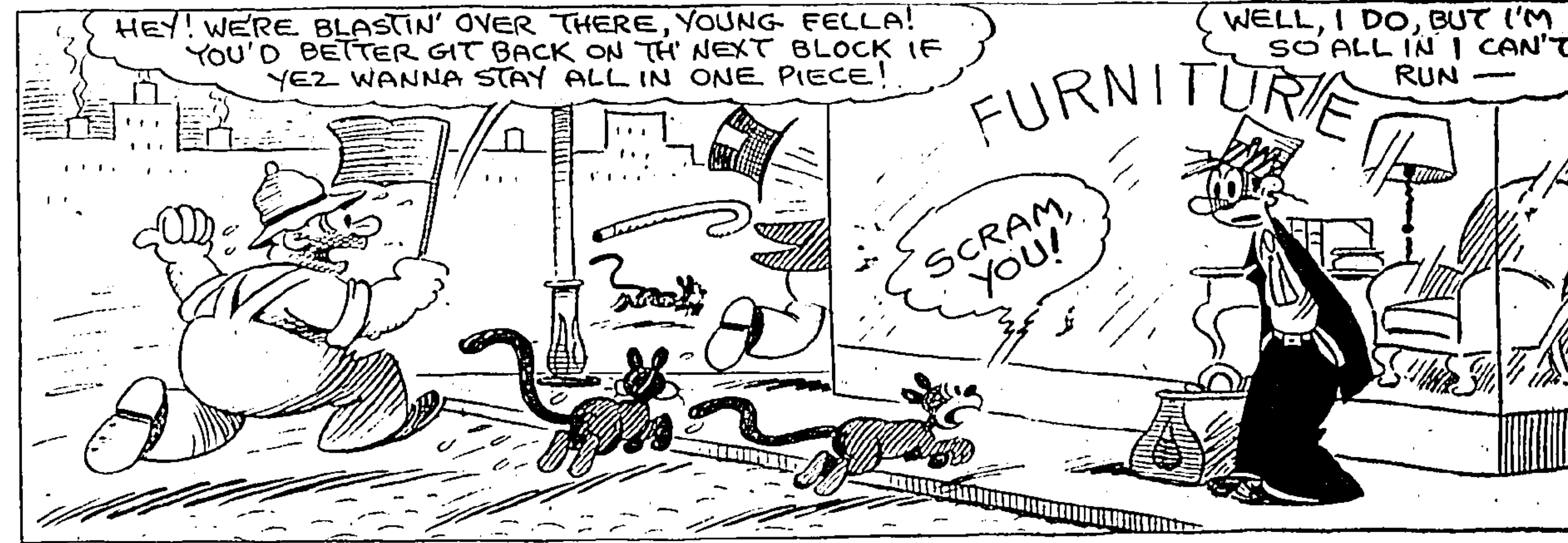
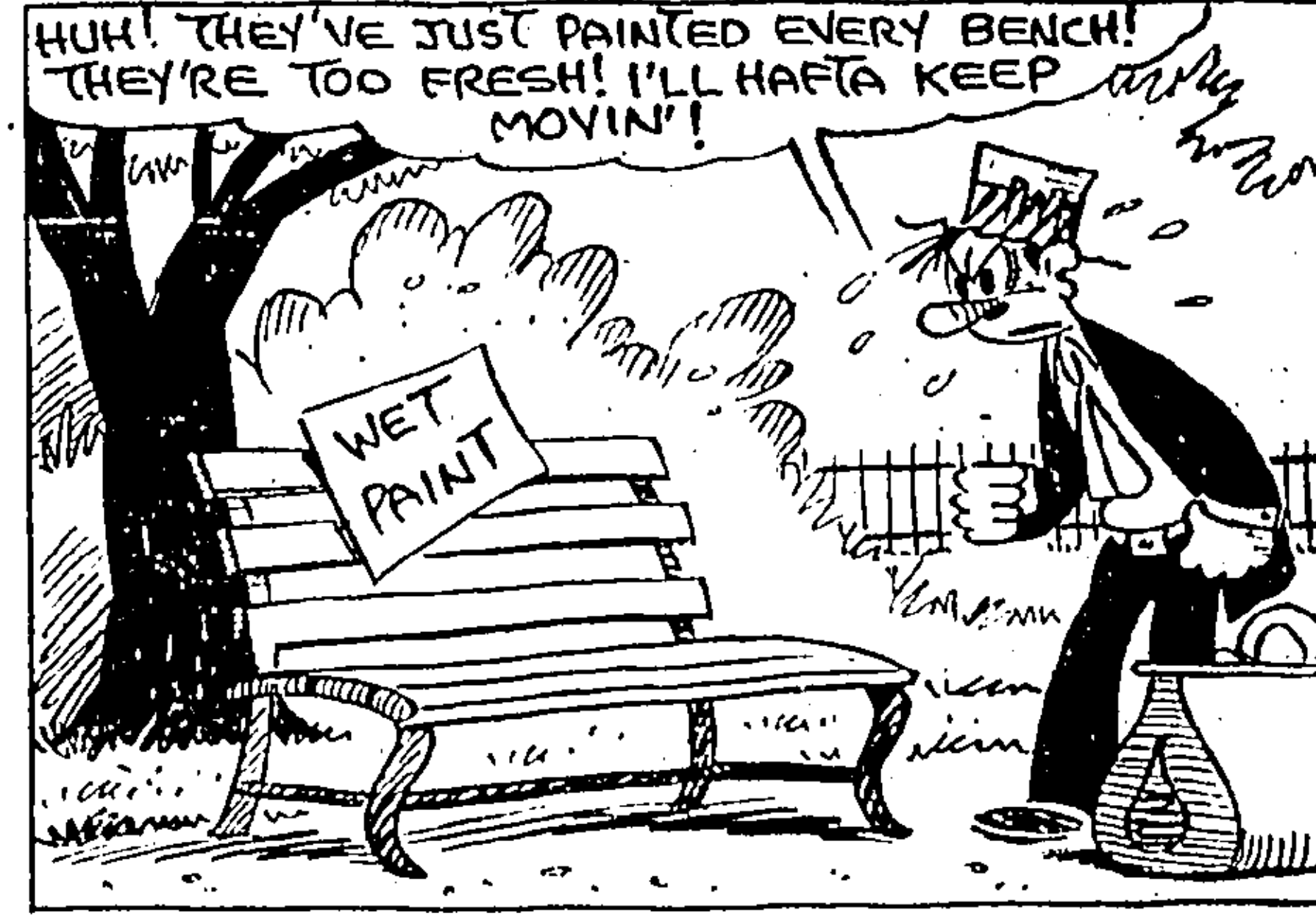
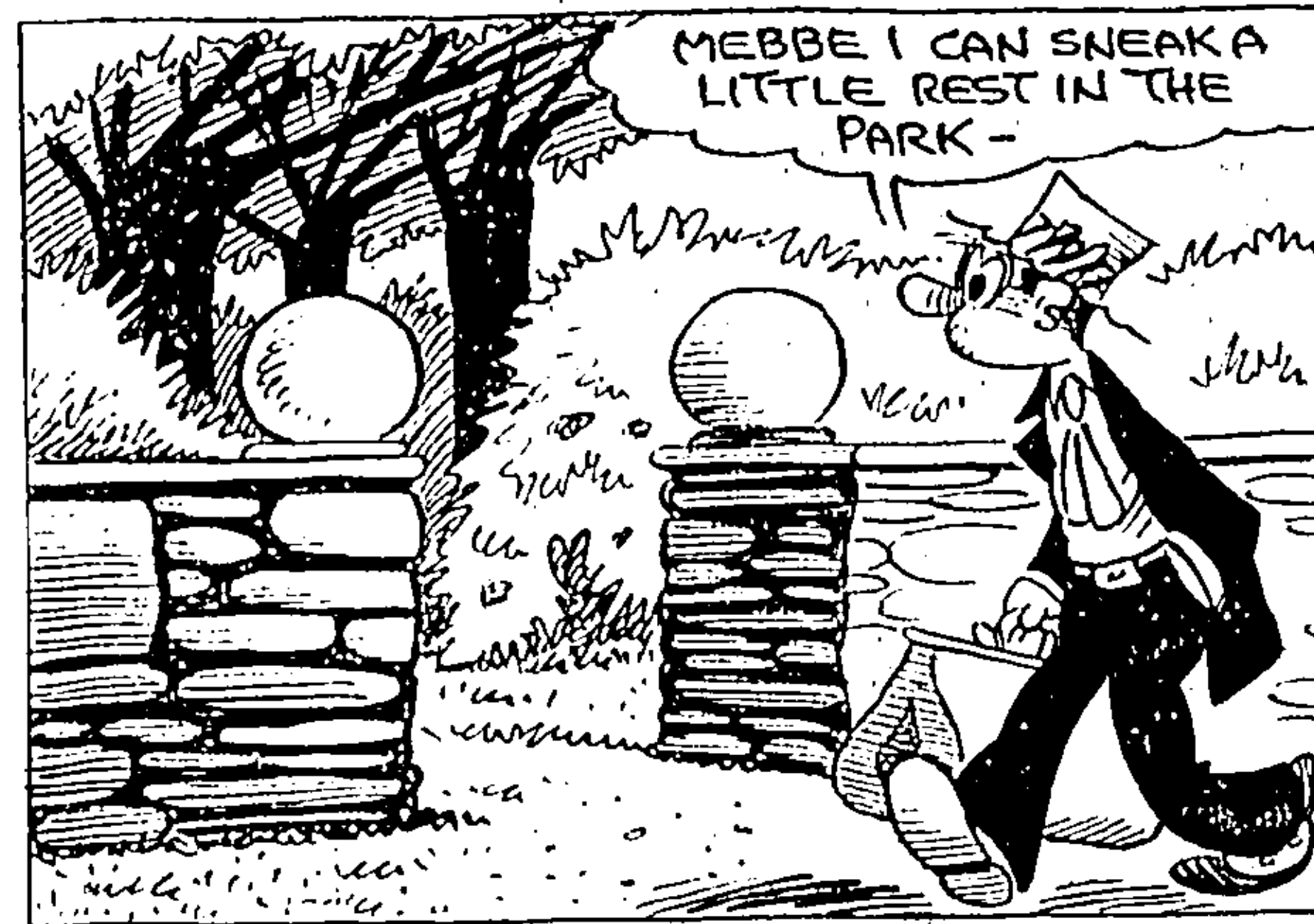
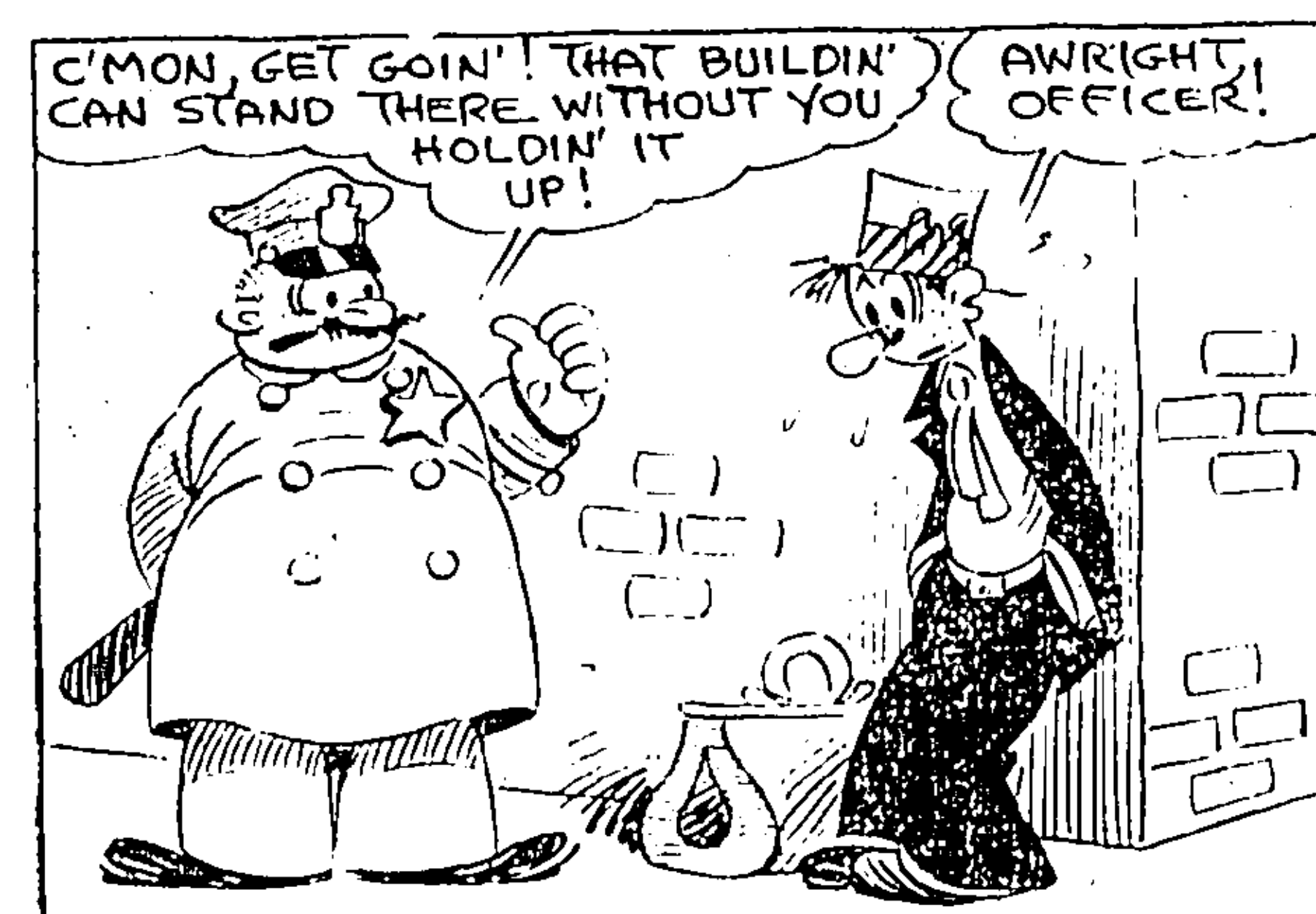
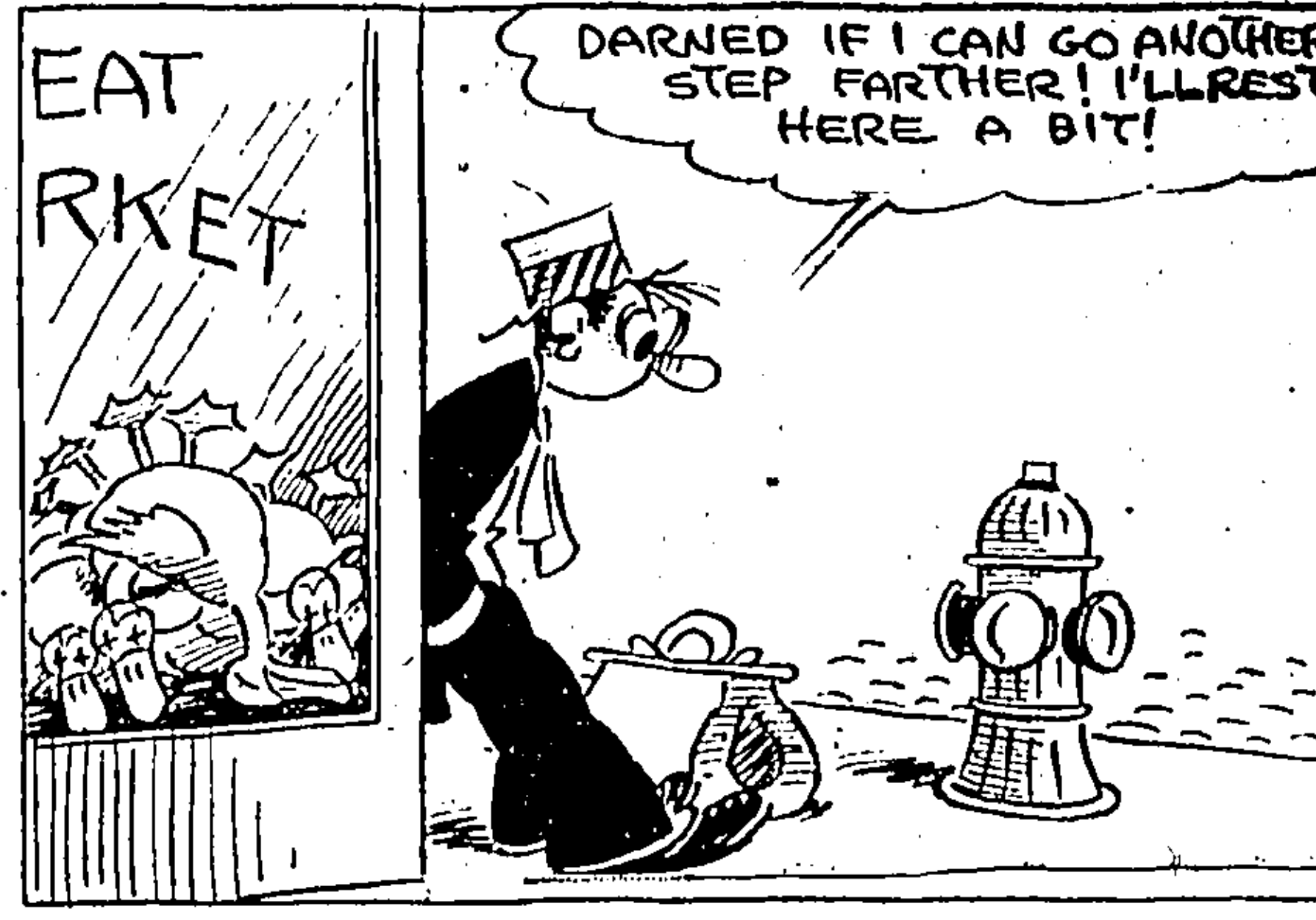
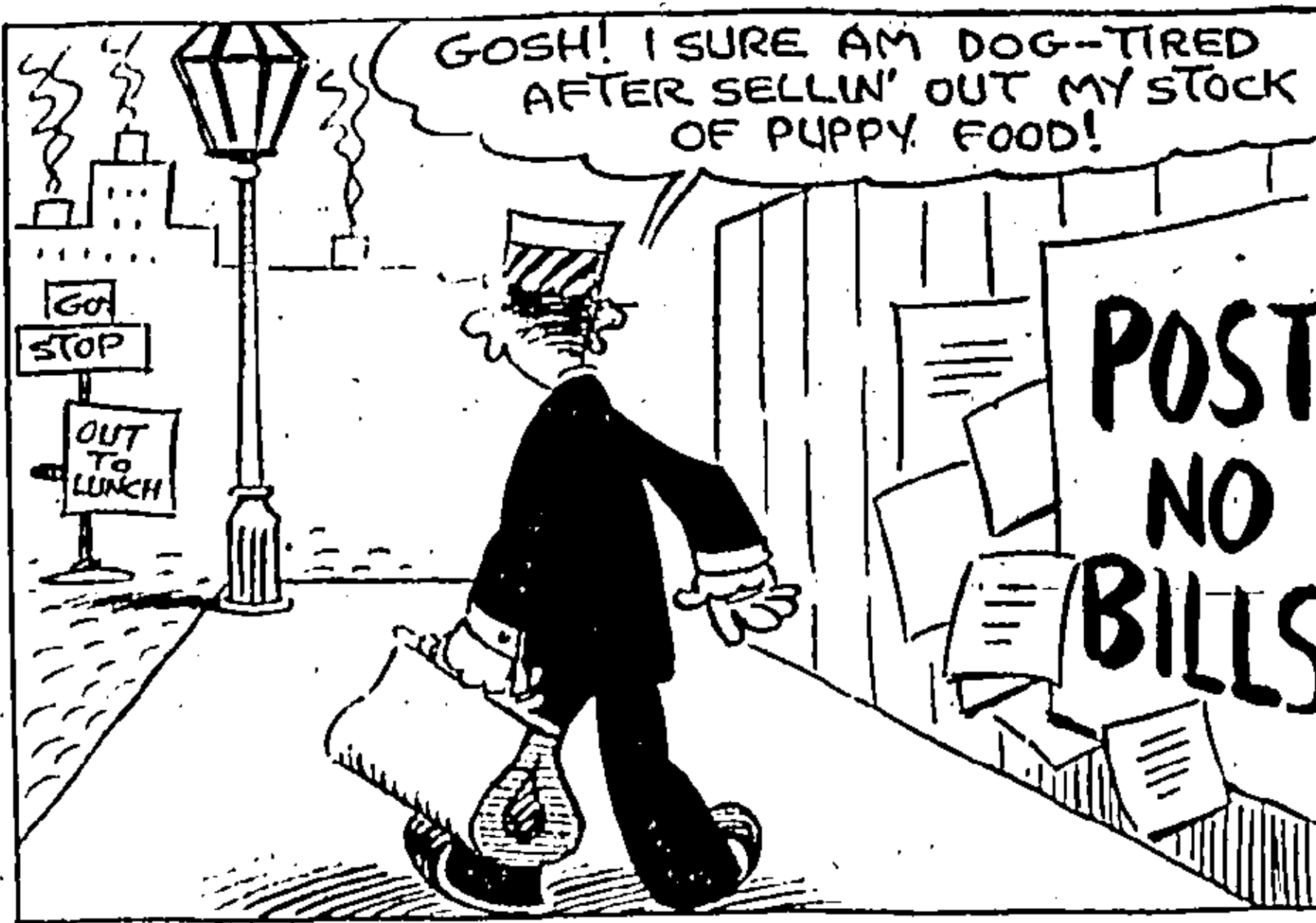
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HABITUAL THIEF SENTENCED.

MAN WHO ROBBED TWO CITY STORES

"May I suggest to you that you are not very clever. You have been caught no less than six times, and I advise you to give this up." So said Mr. Wynne-Jones at the Central Magistracy yesterday when he sentenced Lo Pak-so to a total of a year's hard labour on two counts of house-breaking and larceny.

A variety of articles littered the table in Court, these consisting of beach pyjamas of various shades and designs, ladies' underwear, cigar holders, fountain pens, cigar lighters and other miscellaneous goods forming part of two hauls made by the defendant from different stores in the City.

One of the victims was Mr. Hera, an Indian silk merchant, whose store is at 45 Queen's Road Central, and who lost \$1,700 worth of goods, of which only \$760 worth was recovered when the Police traced their removal to a side street near the old Fire Station.

The other shop burgled was a miscellaneous goods store at 54, Des Voeux Road Central.

For the Police, Inspector John Murphy asked, that the case be dealt with summarily, instead of for committal as previously contemplated, on the ground that Mr. Hera would be leaving for Japan shortly for a long period, and that he would not be able to have the goods recovered returned to him before he left if the proceedings were taken to the lower Court.

Punishment Inadequate.

His Worship was of the view that the punishment he was able to inflict was insufficient for two such charges. "However I have to consider," his Worship said, "the complainant's position, and as the Police have made an application and made his position clear, I don't see why he should suffer for it. I am prepared for the case to be dealt with summarily."

After being informed that the defendant had six previous convictions, mostly in connexion with house-breaking, and that he was discharged as recently as June 3 last, after having spent 31 out of the preceding 64 months in goal, his Worship expressed his further regret that the man could not have been given a longer term than the maximum of twelve months it was



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PASSENGERS KILLED BY BANDITS

Shanghai, July 16. According to a Japanese report, a passenger train bound for Europe from Harbin was attacked about 2 a.m. when approaching Hsingan mountains. The train was thoroughly looted, and "many passengers are reported to have been killed or wounded."

—Reuter.

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19th Aug. Genoa, R'dam, H'burg.

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To Kobo via Amoy, & Osaka	Hosang	Sun., 17th July at 9 a.m.
To Osaka via Amoy & Kobo	Suisang	Mon., 1st Aug. at 9 a.m.
To Sandakan	Mausang Hinsang	Wed., 20th July at noon. Sun., 31st July at noon.
To Tientsin via Swatow, Foochow & Chefoo	Hopsang Yatsching	Wed., 20th July at 10 a.m. Sun., 31st July at 10 a.m.

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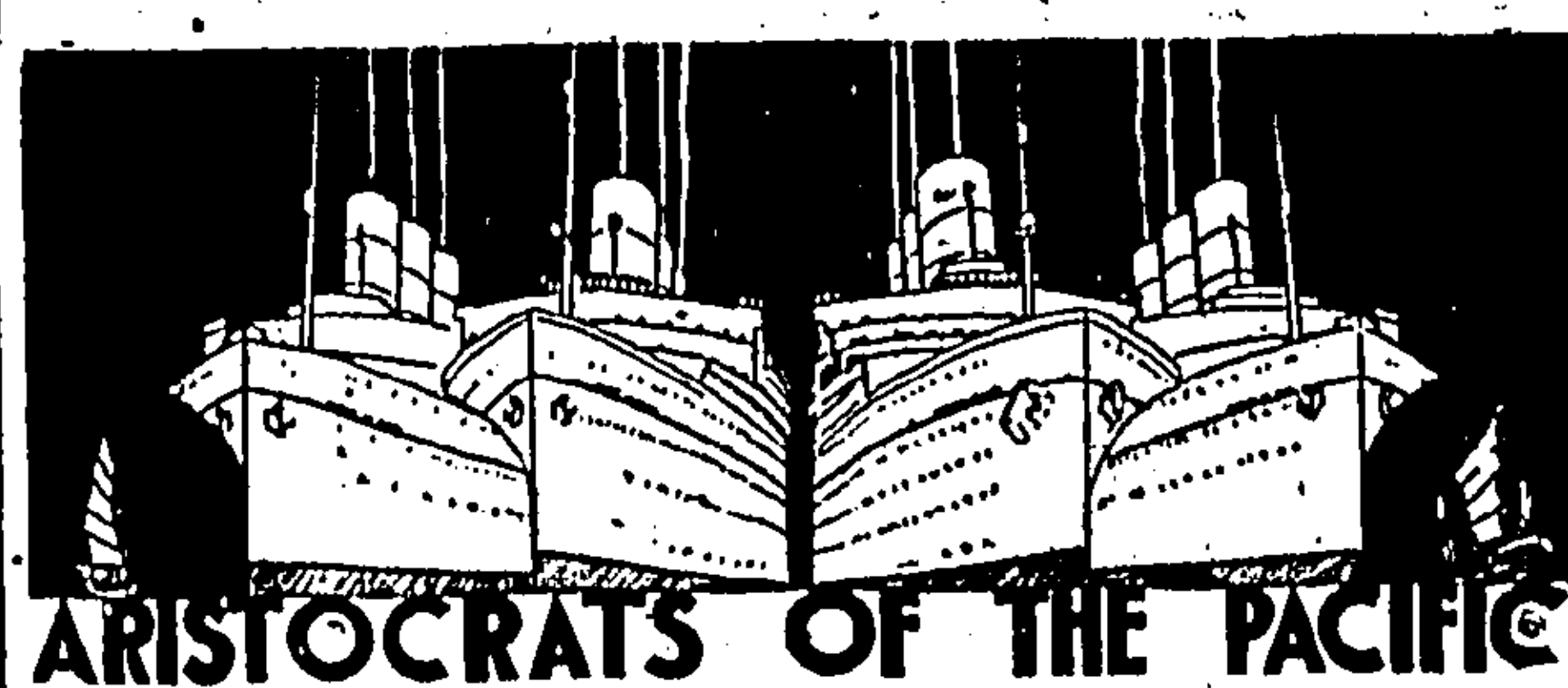
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Weekly Sailings Transpacific

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To Seattle and Victoria

Fortnightly sailings on Tuesdays. Fortnightly sailings on Saturdays.
Pres. Hoover July 19 Noon Pres. Madison July 23, 1 a.m.
Pres. Jackson Aug. 2 Pres. Cleveland Aug. 6
Pres. McKinley Aug. 16 Pres. Taft Aug. 20

ROUND TRIP FARES TO EUROPE & AMERICA.

Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada, liberal stop-over privilege for sight-seeing. Full particulars upon application.

Fortnightly via Suez to Europe & America

Fortnightly sailings on Sundays via Manila, Straits, Colombo, Bombay, Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York and Boston.

Pres. Harrison Sun., July 24 Pres. Pierce Sun., Aug. 21
Pres. Hayes Sun., Aug. 7 Pres. Monroe Sun., Sept. 4

TO MANILA

Next Sailing Pres. Madison July 16.

Pres. Harrison July 24 Pres. Cleveland July 30
Pres. Jackson July 26 Pres. Hayes Aug. 7

CONNECTING WITH S.S. MAYON TO CEBU, ILOILO, ZAMBOANGA.

DOLLAR STEAMSHIP LINES AND AMERICAN MAIL LINE

CANTON BRANCH—No. 4 Shaker Street.

SERVICE OF FAST MOTOR VESSELS

(with limited, but exceptionally good, passenger accommodation).

Homewards to: Port Said, Genoa, Algiers, Oran, Rotterdam (Amsterdam), Hamburg, Oslo, Gothenburg and other Scandinavian Ports.

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M.V. "PEIPING" Sailing about 27th July.
M.V. "FORMOSA" Sailing about 27th Aug.
M.V. "SHANTUNG" Sailing about 30th September.

Outwards to:

SHANGHAI, & JAPAN PORTS.

M.V. "FORMOSA" Sailing about 27th July.
M.V. "SHANTUNG" Sailing about 27th Aug.
M.V. "NAGARA" Sailing about 23rd Sept.

Passenger Rates: "A" Class \$57 "B" Class \$52
Hongkong to Genoa \$57
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TRY LIPTON'S
NEW PACKET TEA
CEYLONA
FROM ALL COMPRADORE STORES

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Agents:—W. R. LOXLEY & CO.

"THE HONGKONG TELEGRAPH"
AMATEUR PHOTOGRAPHIC
COMPETITION

\$150.00 CASH PRIZES

First Prize	\$60.00
Second Prize	\$40.00
Third Prize	\$20.00
Three Consolation Prizes	\$10.00 Each

In addition to the Cash Prizes The Eastman Kodak Company offer a Special Prize which will be known as the—

EASTMAN KODAK
PRIZE.A 1932 Model Kodak 616 with f.6.3 Anastigmat Lens, which will be awarded for the
BEST STORY TELLING PICTURE.

SECTION FOR SCHOOL CHILDREN.

Messrs. Waibel & Co. ("DEFAG") offer six "AGFA" box cameras to be competed for by school-children. These will be awarded to best six pictures in this class.

Bathing Scenes, Picnic Illustrations, Local Beauty Spots, Typical Chinese Studies, etc. All photographs must be of subjects taken in the Colony.

Photographs may be submitted forthwith, and it is intended to reproduce selected pictures in the Telegraph Pictorial Supplement as from the first Saturday in July. The Competition will close on August 31st, 1932.

The following rules will govern the Competition:—

- 1.—The Competition is confined exclusively to amateur photographers.
- 2.—The prizes will be awarded to the competitors sending in what are adjudged to be the best photographs submitted up to August 31st, 1932. In the event of two or more photographs being considered of equal merit, any or all of the prizes will be divided accordingly. The decision of the Judges shall be final.
- 3.—The right to publish any or all of the entries in the Telegraph Pictorial Supplement is reserved.
- 4.—Photographs which have been already entered in local competitions will be ineligible.
- 5.—No photographs will be returned.
- 6.—Photographs, preferably in black and white, must be addressed to the Editor and must bear on back the name and address of competitor.
- 7.—No correspondence will be entered into in connexion with the Competition.
- 8.—The six "Agfa" cameras donated by Messrs. Waibel & Co. ("Defag") may only be competed for by local school-children. Each entry in this section must bear the name of the competitor together with that of his or her school.

THAT "SNAP" MAY WIN \$60.00!

THE VOLUNTEERS

CORPS ORDERS FOR THE
COMING WEEKHongkong Volunteer Defence Corps
Orders by Lieut.-Colonel L. G. Bird,
D.S.O., O.B.E. commanding Hongkong
Volunteer Defence Corps.

Friday, July 15.

Parades.

(a) Corps Signals.—Parades for Signal Instruction will be held at Corps Headquarters at 5.30 p.m. on Tuesday, 19th. July, and Friday, 22nd. July. Good attendances are requested.

(b) Armoured Car Section.—There will be a parade for the whole Section at Headquarters on Monday, 18th. Instant at 5.30 p.m.

(c) A.A.L.A. Company.—No. 1 Sec. A.P.C. and No. 2 Sec. H.K. Electric. The usual weekly instruction parades are suspended till further notice. Instead the two Sections will parade together on the first Thursday of each month at A.P.C. Installation, North Point at 5.30 p.m. Members are strongly urged to attend as often as possible intermediate parades with No. 3 Section, Centre at Headquarters every Monday, at 5.30 p.m.

Other Sections will parade according to the following time table:—
No. 3 Section, Centre, at Headquarters at 5.30 p.m. on Monday, 12th. July.

No. 5 Section, Kowloon Cricket Club, at Kowloon Cricket Club at 6 p.m. on Tuesday, 19th. July.

No. 4 Section, Kowloon Dock, at Kowloon Dock at 5.30 p.m. on Friday, 22nd. July.

(d) Portuguese Company.—A course of classes and lectures on interesting and instructive subjects will be held during the months of July and August, on Tuesday evenings at 5.30 p.m. All N.C.O.'s are expected to attend, and any other member of the Company who is interested, may do so. When the training season commences, the position regarding existing N.C.O.'s and promotions generally, will be reconsidered in the light of the attendances at these lectures.

The third lecture will be on Tuesday, 19th. July "The duties and responsibilities of the Warrant Officers and N.C.O.'s of an Infantry Battalion by a C.S.M. South Wales Borderers.

(e) Anzac Company.—1. Parade at Volunteer Headquarters at 5.30 p.m. on Monday, 18th. July for Machine Gun Instruction. 2. N.C.O.'s Class will be held on Friday, 22nd. July at 5.30 p.m. All N.C.O.'s are requested to attend.

(f) The Officers Commanding the unmentioned Units will issue their Orders separately to their Commands:—
I. Engineer Company.
II. Machine Gun Troop.
III. Motor Machine Gun Section.
IV. Machine Gun Company.
V. Scottish Company.

Rifles and Bayonets.

All rifles, bayonets, and scabbard will be handed into Volunteer Store as soon as possible for the Annual Inspection by the Armourer.

All the above must be in a thoroughly clean condition when handed in (repeated).

Promotion and Appointment.

His Excellency the Officer Administering the Government has been pleased to make the following promotion in the Anti-Aircraft Light Automatic Company of the Hongkong Volunteer Defence Corps, with effect from 24th. June, 1932:—
No. 1844 Private John Campion Dunbar to be Lieutenant.Authority:—C.S.O. 2 in 1932.
No. 1882 Tpr. J. D. R. Crawford, Machine Gun Troop, appointed Lance Corporal with effect from 15th. July, 1932.

Struck off the Strength.

Transferred to other Posts.
No. 1342 Tpr. R. D. Beaumont, Machine Gun Troop, as from 9.7.32.
No. 1568 Tpr. F. M. Hartley, Ma-

WEDDING BELLS.

HONGKONG LADY MARRIED
IN LONDON

On June 11, a wedding of local interest was held at All Souls Church, Langham Place, when Miss Muriel Riggs was married to Lieut. Robert S. Stafford, R.N. The church was beautifully decorated with arum lilies and British Legion poppies.

The bride, who was given away by her father, Capt. C. B. Riggs, wore a beautiful gown of oyster shell pink, with a long train and puff sleeves. Her bridesmaids were attired in a deeper shade of pink.

The reception was held at the Langham Hotel and was largely attended. The bride and bridegroom's healths were proposed by Mr. W. Brown, late of the Kowloon Godown Co., and well responded to by the bridegroom.

Later, Lieut. and Mrs. R. S. Stafford left for the Isle of Wight, for the honeymoon.

The bridegroom's present to the bride was a string of beautifully matched pearls. The bride's present to the groom was a gold Movado watch.

A NEW ARRIVAL.

TAIAN MARU IN PORT
FROM JAPAN

The N.Y.K. s.s. Taian Maru paid her first visit to Hongkong yesterday, arriving from Japan in the morning and sailing in the afternoon for Bombay via Singapore.

The Taian Maru is a steel screw cargo vessel, equipped with wireless, built in 1917 by the Kawasaki Dockyard Company, of Kobe, for the Nippon Yusen Kaisha. She has a gross tonnage of 3,143 and a net tonnage of 1,892.

Her measurements are 315 feet length, 45 feet breadth, and 25 feet depth. The port of registry is Tokyo.

chine Gun Troop, as from 30.6.32.

Having left the Colony.

No. 1445 Cpl. A. J. R. Wolff, Machine Gun Troop, as from 15.7.32.

Strength.

The following have been taken on

the Strength:—

1912 Pte. F. V. Read Anzac Com-

pany 11.7.32.

1913 Pte. I. McInnes Anzac Com-

pany 11.7.32.

Leave.

Captain W. H. G. Goater, D.S.O.,

M.C., Volunteer Headquarters, granted

5 days' leave from 18.7.32 to

22.7.32 (inclusive).

No. 1821 Pte. P. M. Penhallurick,

Anzac Company, granted 5 months' leave from 28.6.32 to 25.12.32.

No. 1827 Pte. A. P. Hall-Thompson,

Armoured Car Section, granted 24 days' leave from 18.6.32 to 11.7.32.

No. 1540 C.S.M. R. E. Slattery,

Machine Gun Company Headquarters, granted 12 months' leave from 15.7.32 to 14.7.33.

W. H. G. GOATER, CAPTAIN,

ADJUTANT, H. K. V. D. CORPS.

Notice.

Annual Aquatic Sports.

The Annual Aquatic Sports will be held at the Victoria Recreation Club on Saturday, 13th. August, 1932 at 9.15 p.m.

Admission tickets \$1.00 cash can be obtained at Volunteer Headquarters and the Victoria Recreation Club.

Entrance fee 50 cents per man per event, whether team or individual.

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS,
LIMITEDFrom LEITH, MIDDLESBRO',
ANTWERP, LONDON
and STRAITS.

The Steamship,

"BENVENUE"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th July, 1932, will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 3rd August, 1932, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th, July, 1932, at 10 a.m., by Messrs. Goddard and Douglas.

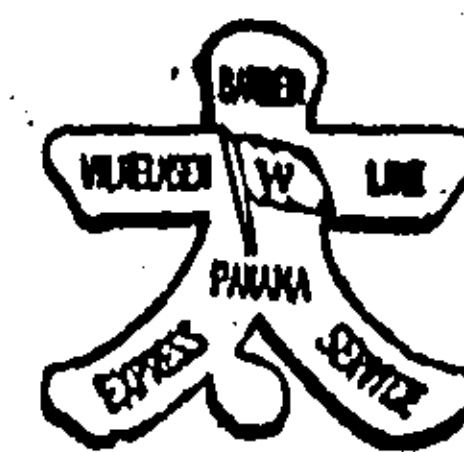
To comply with the General Bonded Warehouse Regulations, consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by,

GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 12th July, 1932.

BARBER WILHELMSSEN
LINE.TRANSPACIFIC AND ATLANTIC COAST SERVICE
via PANAMA.

Next Sailing

M.V. "TAI PING YANG"

on
18th JULY.for
SHANGHAI, KOBE, YOKOHAMA,
SAN FRANCISCO, LOS ANGELES,
NEW YORK & BOSTON.

For Passenger and Freight information please apply:—

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EASTERN & AUSTRALIAN LINES.(COMPANIES INCORPORATED IN ENGLAND)
Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon, India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including, New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT

ROYAL MAIL STEAMERS.

(UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From Hongkong (about)	Destination
RAJPUTANA	17,000	16 July, noon.	Bombay, M'les & L'don
*ALIPORE	5,300	27th July.	Straits, C'ho, & B'bay
MANTUA	11,000	30th July.	Bombay, M'les & L'don
*SOUDAN	6,800	6th Aug.	B'bay, M'les, L'don, Havre, H'burg, Rotterdam, Antwerp & Hull
RAWALPINDI	17,000	13th Aug.	Bombay, M'les & L'don
BANPURA	17,000	27th Aug.	Marseilles & London
*BURDWAN	6,500	3rd Sept.	M'les, L'don, Havre, H'burg, Rotterdam Antwerp & Hull
MALWA	11,000	10th Sept.	Bombay, M'les & L'don
*Cargo only. †Calls Casa Bianca. ‡Calls Djibouti.			

Frequent connections from Port Said for Passengers and Cargo of Constantinople, Piræus, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS.

*SIRDHANA	8,000	24th July.	S'pore, Penang & Calcutta
TILAWA	10,000	8th Aug.	S'pore, Penang & Calcutta
TALMA	10,000	20th Aug.	S'pore, Penang & Calcutta
*Calls Port Swettenham.			

B. I. Aparcar Line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN & AUSTRALIAN SAILINGS (South).

NELLORE	7,000	30th July.	Manila, Rabaul,
TANDA	7,000	2nd Sept.	Brisbane, Sydney
NANKIN	7,000	1st Oct.	and Melbourne.

Regular Monthly Sailings from Hongkong to Shanghai and Japan and Hongkong to Australia.

Hong-Kong to Sydney—19 days.
Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via N. Zealand, Vancouver, San Francisco, etc.,
The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of Steamers to London via Sues.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN.

CHEAP SUMMER TRIPS TO JAPAN—JUNE TO SEPT.

BURDWAN	6,500	27th July.	S'hai, Moji, Kobe & Yok
TALMA	10,000	28th July.	Amoy, S'hai, Moji, Kobe & Osaka
RANPURA	17,000	28th July.	S'hai, Kobe & Yok
*TANDA	7,000	5th Aug.	S'hai, Moji, Kobe, Osaka & Yok
MALWA	11,000	11th Aug.	S'hai, Moji, Kobe & Yok
*NOVARA	7,000	18th Aug.	S'hai, Moji, Kobe & Yok
RANCHI	17,000	25th Aug.	S'hai, Kobe & Yok
*BOMALI	6,800	5th Sept.	S'hai, Kobe & Yok
†Cargo only. °Calls Nagoya.			

All date are approximate and subject to attention without notice. Parcels measuring not more than 5 c.ft. will be received at the Co.'s Office up to noon on the day previous to sailing. For Passage Rates, Handbooks, Freight, etc., apply to

MACKENNON, MACKENZIE & CO., Agents.
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TRAVEL A.O. LINE.

To AUSTRALIA. Calling at Manila (P.I.), Thursday Is., Cairns, Townsville, Brisbane, Sydney & Melbourne.

British Steamers: CHANGTE—TAIPING (Oil Burners).
FASTEST & MOST UP-TO-DATE STEAMERS IN THE SERVICE.
ELECTRIC LAUNDRY, BARBER SHOP, SURGEON AND STEWARDESS CARRIED.Enjoy Your Short Leave in Australia and New Zealand.
Hong Kong, Sydney—19 Days.FIRST CLASS FARE TO SYDNEY, £76 RETURN
" " LONDON (via Australia) from £186/15/6.
" " (Australian Newspapers on file).

STEAMER	Due H'Kong	Leaves H'Kong	Leaves Manila	Due Sydney
TAIPING	In Port	July 22nd	July 25th	Aug. 10th
CHANGTE	Aug. 12th	Aug. 23rd	Aug. 26th	Sept. 11th
TAIPING	Sept. 13th	Sept. 20th	Sept. 23rd	Oct. 9th
CHANGTE	Oct. 14th	Oct. 21st	Oct. 24th	Nov. 6th

AUSTRALIAN-ORIENTAL LINE, LIMITED.

Butterfield & Swire, Agents.—Hong Kong—Shanghai.



FRENCH MAIL STEAMERS.

Sailings from Hongkong.

To YOKOHAMA via Shanghai
and Kobe.To MARSEILLES via Saigon,
Singapore, Penang Colombo,
Djibouti, (Aden) Suez,
Port-Said.

Angkor	19th July.	F. Roussel	19th July.
Porthos	2nd Aug.	G. Metzinger	2nd Aug.
Chenonceaux	16th Aug.	Angkor	16th Aug.
Athos II	30th Aug.	Porthos	30th Aug.
D'Aragnan	13th Sept.	Chenonceaux	12th Sept.
A. Lebon	27th Sept.	Athos II	27th Sept.
Felix Roussel	11th Oct.	D'Aragnan	11th Oct.
G. Metzinger	26th Oct.	A. Lebon	25th Oct.

We can issue through tickets to Egypt, Syrian ports, East Africa, Madagascar by transhipment on our mail steamers at Port-Said or Djibouti.

COMMERCIAL LINE

For DUNKIRK via Haiphong Oran Le Havre: s/s
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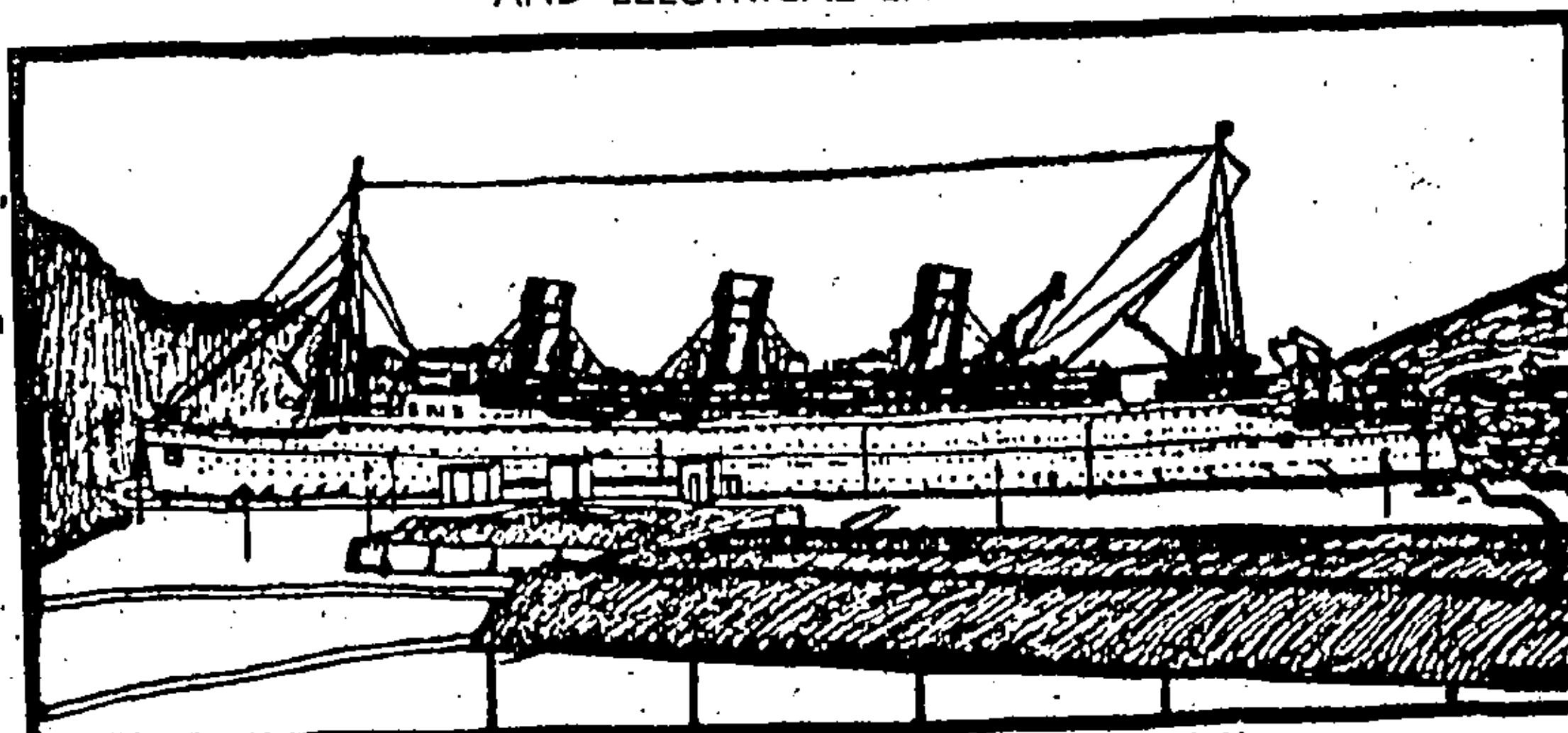
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In No. 1 Dock. Ship Dimensions:—666'0" O. A. X 88'6" X 48'0" Mid.
20,000 tons Gross.The dimensions of No. 1 Dock are 700'0" X 88'0" X 30'6" Over sill, H.W. O.S.T.
Salvage Tug "Henry Keswick" 2,000 L.H.P. Wireless Call Signal V.P.B.T. and
Flag Call Signal, T.H.Q.B. Sheerlegs capable of lifting 80 tons. Codes Used:
A1, A.B.C. Fifth Edition: Engineering, First and Second Edition. Western
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Kindly send enquiries to the Chief Manager.

R. M. Dyer, C.B.E., B.Sc., M.I.N.A., Kowloon Docks, Hongkong.



SHOWING TO-DAY

AT 5.15 & 9.30 p.m. ONLY.

1932 UNITED ARTISTS PICTURE

Made by Howard Hughes Dynamic producer who Gave you "Hell's Angels" & "The Front Page"

BILLIE DOVE & CHARLES STARETT

"The Age For Love"

with Mary Duncan, Lois Wilson, Edward Everett Horton. Directed by Frank Lloyd.

and at 2.30 & 7.15 Daily

The Latest Chinese Movietone Singing and Talking Super Drama

CHAN YUK MUI & WU SHAN

"The PEARL NECKLACE"

Adapted from the World-famous Novel Produced by the Unique Co., Shanghai.

SPECIAL REDUCED PRICES OF ADMISSION FOR ALL SHOWS.

Dress Circle—\$1.00; Back Stall—55 Cts.

(INCLUDING TAX)

— SHOWING SOON —

The Newest 1932 United Artists Special Feature



FEDERAL

Straight

Cut

VIRGINIA

CIGARETTES

50 for 50 cts.

20 " 20 cts.

Solo Agents:

TABAQUERIA FILIPINA.

Printed and Published for the Proprietors by FREDERICK PERCY FRANKLIN, at 1 and 3, Wyndham Street, in the City of Victoria Hongkong.

MAN NOT WANTED IN INDIA

ARRESTED BY LOCAL POLICE

A man of uncertain extraction, who preferred to give his name as Yup Yuk or Yup Fun, but who lately had rejoiced in the name of John Jameson, appeared before Mr. Wynne-Jones at the Central Magistracy this morning charged with the possession of seditious papers of a highly inflammable character.

Mr. T. Murphy, A.S.P., who prosecuted, told the Magistrate that the man was deported from Calcutta, and on arriving on the B.I. Tilawa two days ago, was met by the police and taken into custody after a search of his belongings had disclosed the papers.

Apparently, the man while in India was not arrested or restrained in any way, but was simply served with a deportation order to leave the country. As a result of advance information, the Hongkong police met the accused when he arrived here on a through passage to Shanghai.

The accused was remanded until Monday for a closer scrutiny of the allegedly seditious papers.

FORESHORE RIGHTS

LOCAL LAW BEING AMENDED

The Gazette contains the draft of an Ordinance to amend the Foreshores and Sea Bed Ordinance, 1901.

The title of the principle Ordinance (No. 15 of 1901) is "An Ordinance to validate Crown leases of foreshore and sub-merged lands for reclamation, and to facilitate the making of such leases". The Ordinance however contained, in sections 3 and 5, provisions requiring the consent of lot holders which tended to frustrate that object, especially as the Ordinance contained no provision for compensation.

There are many Ordinances, of which the Crown Lands Resumption Ordinance, 1900, and the Harbour of Refuge Ordinance, 1909, are examples, where, subject to provisions relating to the payment of compensation in proper cases, the interests of private lot holders are extinguished, or subordinated to the interests of the public.

This amending Ordinance therefore repeals the provisions referred to above and makes provision for compensation to persons injuriously affected.

FIFTEEN HOME RUN HITS

SIMMONS CIRCUITS THREE TIMES

New York, July 15. Some sensational hitting featured to-day's baseball. Al Simmons, of the Athletics, hit three home runs against Detroit, for whom Stone twice drove for the circuit. The Tigers scraped home winners.

Grimm (Chicago Cubs), Frederick (Brooklyn), Herman (Cincinnati), Bottomley (St. Louis Cardinals) twice, Collins (Cardinals), Ott and Lindstrom (Giants), Haes (Boston Red Sox), Averill (Cleveland) all hit home runs.

Results:

NATIONAL LEAGUE.				
Chicago	16	11	E.	3
Brooklyn	8	12	B.	2
Cincinnati	3	11	0	0
Philadelphia	4	10	1	1
Pittsburgh	1	5	0	0
Boston	0	3	0	0
St. Louis	4	7	1	1
New York	12	13	1	1

AMERICAN LEAGUE.				
Boston	2	7	4	4
Chicago	4	9	1	1
New York	8	10	0	0
Cleveland	5	9	3	3
Philadelphia	10	16	1	1
Detroit	11	11	1	1
Washington	8	16	0	0
St. Louis	7	10	0	0

TOURIST PARTY COMING

GROUP OF TWENTY AMERICANS

Due to arrive at Hongkong on July 22nd, on the Chichibu Maru, under the direction of Mr. and Mrs. D. F. Robertson, of the D. F. Robertson Travel Bureau, Los Angeles, is a party of twenty Californians on an extended tour to the Orient, and around the world. Included in the party are:

Mr. J. W. Jamieson, millionaire real estate broker of Los Angeles.

Miss Mary McPike, head of the Latin Department of the Hollywood High School, on her third consecutive tour to the Orient.

Miss Emma Serl and Miss Anne Franklin, society leaders of Kansas City, Missouri.

Dr. F. B. Zombro, son of Mr. S. F. Zombro, Vice-President of the Security-First National Bank of Los Angeles.

This will be Mr. and Mrs. Robertson's thirtieth trip to Hongkong. The party will proceed to the Philippines, Peking, Manchuria, and Korea, returning to Los Angeles September 3rd.

NEW YORK STOCK EXCHANGE

A. O. F. C. QUOTATIONS FOR YESTERDAY

	Last	To-day's
	Average	Average
30 Industrials	44.34	45.47
20 Rails	14.81	15.06
20 Utilities	17.75	18.31

Messrs. E. A. Pierce & Co. report:—The market is strong. Business done—\$800,000.

	Last	To-day's
	Price	Price
Air Reduction	\$34½	\$36
Allied Chemical & Dye	47	48½
American Can	33¾	34¾
American Telegraph & Telephone	73¼	74¾
American Tobacco "B"	53¾	55½
Auburn	47¾	51¼
Borden Company	22¾	23¾
Canadian Pacific	9½	10¼
Consolidated Gas of New York	36¾	37¾
Drugs, Inc.	27¾	28
Du Pont de Nemours	26¾	26¾
Eastman Kodak	37¾	38¾
General Electric	9¾	10
General Foods	22	22
General Motors	8¼	9
International Harvester	12	13
International Tel. & Tel.	5½	5½
Liggett & Myers "B"	42¼	45¼
Loew's Inc.	16	16
Pacific Gas & Electric	20¾	20¾
Pennsylvania Railway	7¾	8¼
Radio Corporation	4	4
Sears Roebuck	12¼	13
Standard Oil Company of N. J.	25¾	26¾
Socony-Vacuum Corp.	7¾	8¼
Union Carbide & Carbon	17¼	17¾
Union Pacific	30¾	33
United Aircraft & Transport	9¼	9¾
United States Steel	23¾	23¾
Westinghouse E. & M.	17¼	18¼

SUGAR MARKET

THE LATEST CABLED QUOTATIONS.

The following cable at the close of the sugar market yesterday has been received by Messrs. Penreath and Co.

London Terminals.	
August 1932 5/11¼ down ¼d.	
December 1932 6/1¼ down ¼d.	
March 1933 6/4½ no change.	
May 1933 6/6½ no change.	
Buyers at above prices, sellers asking ¼d-½d. more.	
New York Terminals.	
September 1932 1.03 down 2 pts.	
December 1932 1.08 down 1 pt.	
March 1933	
May 1933 1.13 no change.	
July 1933	
Cuban 96°—Spot New York 1.13 up 1 pt.	
Sourabaya (157.32). Trust Mills have sold 50,000 tons Whites at f.g.—to European Exporters.	

TO-DAY ONLY

At 2.30, 5.10, 7.15 & 9.30 p.m.

KING'S THEATRE

BOOKING

AT THE

THEATRE

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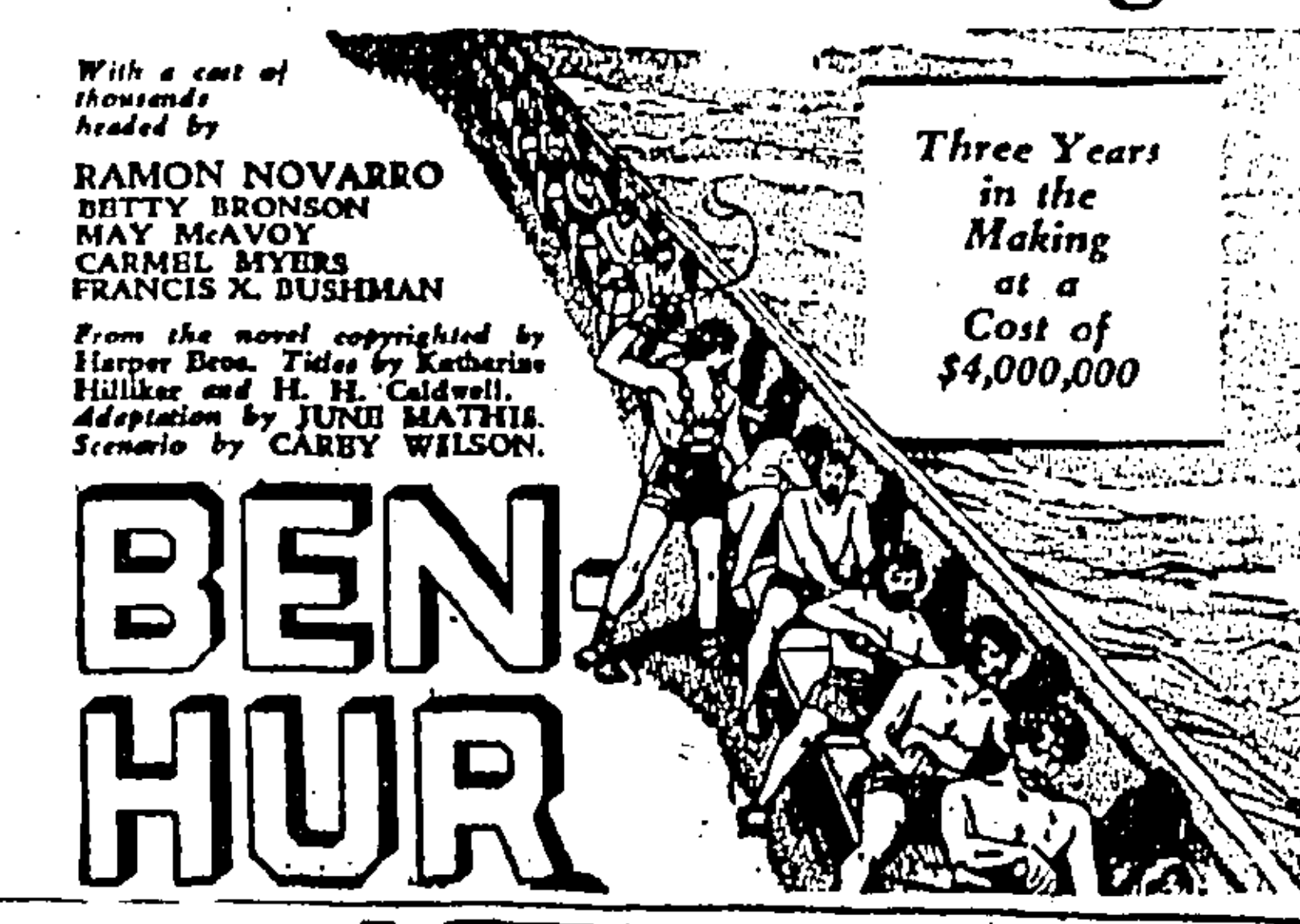
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